Work Session Agenda
Thursday, June 13, 2024, 9:00 AM
Administration Building, Boardroom (3rd Floor)
300 Henry Ward Way, Gainesville, GA 30501
Mayor or Mayor Pro Tem Presides

DEPARTMENT ISSUES:

Police

- Resolution: Bureau of Justice Assistance Bulletproof Vest Partnership Program FY24-25 — Jay Parrish

CITY MANAGER ISSUES:

- Resolution: Adoption of Intergovernmental Agreement for Maintenance and Improvement of the Highlands to Islands Multi-Use Trail — Angela Sheppard
- Resolution: Airport Connector Segment of the Highland to Islands Trail — Angela Sheppard
- Resolution: TSPLOST Intergovernmental Agreement — Bryan Lackey

BUDGET HEARING:

- Fiscal Year 2025 Recommended Budget — Bryan Lackey
- Public Comments Regarding Proposed Fiscal Year 2025 Budget — Abb Hayes

MAYOR/COUNCIL ISSUES:

- Ex-Officio Report(s)
- Appointment: Airport Advisory Committee — Sam Couvillon
- Appointments: Main Street Advisory Board — Sam Couvillon

CITY ATTORNEY ISSUES:

- Ordinance: Code Of Ordinances Recodification — Abb Hayes

CITY CLERK ISSUES:

EXECUTIVE SESSION:

ADJOURNMENT:

Final: Tuesday, June 11, 2024, 9:15 AM
Revised: Wednesday, June 12, 2024, 2:09 PM

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	May 7, 2024
Date Submitted:	May 7, 2024
Final Approval Date:	June 11, 2024
Presenter:	Jay Parrish, Chief of Police
Item of Business:	Resolution: Bureau of Justice Assistance Bulletproof Vest Partnership Program FY24-25
Meeting Date:	June 13, 2024

Purpose of Request:
To obtain a grant to help purchase bulletproof vests.

Facts & Issues / History & Background:

Department Recommendation:
Adopt the resolution.

Department Director:
Jay Parrish

If funding is involved, are funds approved within the current budget? No

Amount Requested: $9000 **Sources of Funds: Grant**

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: BJA Bulletproof Vest Partnership Program FY24-25

RESOLUTION GR-2024 - ___

BUREAU OF JUSTICE ASSISTANCE
BULLETPROOF VEST PARTNERSHIP GRANT PROGRAM FY24-25

WHEREAS, the Bureau of Justice Assistance (BJA) has announced the Bulletproof Vest Partnership Grant Program for the FY24-25; and

WHEREAS, the BJA has grant money for police agencies to buy bulletproof vests and the City of Gainesville is eligible to receive these funds, a total of $9,000; and

WHEREAS, the BJA will award a maximum of 50% of the cost of a bulletproof vest to replace expired vests or purchase new vests for new employees.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Mayor, City Manager and/or City Attorney to execute all documents necessary to accept and administer the grant.

Adopted this _____ day of _____, 2024.

_____
W. Samuel Couvillon, Mayor

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

_____
Denise O. Jordan, City Clerk

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	May 28, 2024
Date Submitted:	June 10, 2024
Final Approval Date:	June 11, 2024
Presenter:	Angela Sheppard, Assistant City Manager
Item of Business:	Resolution: Adoption of Intergovernmental Agreement for Maintenance and Improvement of the Highlands to Islands Multi-Use Trail
Meeting Date:	June 13, 2024

Purpose of Request:
Resolution to consider an IGA between Hall County, Gainesville, Oakwood and Flowery Branch regarding the maintenance of the Highlands to Islands Trails. The IGA identifies which segments are maintained by which jurisdictions and adopts maintenance standards that have been approved by the MPO Trails Committee.

Facts & Issues / History & Background:
This IGA has been created in coordination with the Vision 2030/MPO Trails Committee, Hall County, Flowery Branch and the City of Oakwood. Flowery Branch, City of Oakwood and Hall County are all adopting the IGA in June.

Department Recommendation:
Adopt the resolution.

Department Director:
Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: Adoption of Intergovernmental Agreement for Maintenance and Improvement of the Highlands to Islands Multi-Use Trail
2. Attachment: Highlands to Islands Trail Maintenance Agreement - June 2024
3. Exhibit A - HTI Map
4. Exhibit B - Highlands-to-Islands-Design-Guide

RESOLUTION BR-2024 - ___

ADOPTION OF INTERGOVERNMENTAL AGREEMENT FOR MAINTENANCE AND IMPROVEMENT OF THE HIGHLANDS TO ISLANDS MULTI-USE TRAIL

WHEREAS, the City of Gainesville, the City of Oakwood, the City of Flowery Branch and Hall County have partnered to plan and develop the Highlands to Islands Multi-Use Trail in Hall County, which will provide recreational opportunities to Hall County residents from Longwood Park in Gainesville to Lake Lanier Islands in South Hall County; and

WHEREAS, the Highlands to Islands Multi-Use Trail will also enhance the regional economy through a growth in recreational tourism, an increased desire to live or work near a multi-use trail, a reduction in the impacts of traffic and congestion as well as improved health benefits and quality of life; and

WHEREAS, Gainesville, Oakwood, Flowery Branch and Hall County desire to establish certain maintenance and improvement responsibilities with regard to the Highlands to Islands Trail; and

WHEREAS, the terms of the maintenance responsibilities have been reduced to writing in the Intergovernmental Agreement for Maintenance Improvement of the Highlands to Islands Multi-Use Trail, which is attached hereto; and

WHEREAS, the governing authorities of each of the parties to this Agreement deem the provision of maintenance and improvements to the Highlands to Islands Trail to be in the best interest of all citizens of their respective jurisdictions.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Mayor, City Manager, City Clerk, and City Attorney to execute the Agreement and are furthermore authorized to sign all documents necessary to effectuate the terms of the Agreement.

Adopted this _____ day of _____, 2024.

_____

W. Samuel Couvillon, Mayor

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

_____

Denise O. Jordan, City Clerk

STATE OF GEORGIA

COUNTY OF HALL

INTERGOVERNMENTAL AGREEMENT FOR MAINTENANCE AND IMPROVEMENT OF THE HIGHLANDS TO ISLANDS MULTI-USE TRAIL

THIS AGREEMENT is made and entered this the ____ day of June, 2024, by and between **Hall County**, a political subdivision of the State of Georgia (the "County"), the **City of Gainesville**, Georgia**,** a body corporate and politic and political subdivision of the State of Georgia and a public corporation created under an Act of the General Assembly of Georgia ("Gainesville"), the **City of Oakwood**, Georgia, a body corporate and politic and political subdivision of the State of Georgia and a public corporation created under an Act of the General Assembly of Georgia ("Oakwood"), and the **City of Flowery Branch**, Georgia, a body corporate and politic and political subdivision of the State of Georgia and a public corporation created under an Act of the General Assembly of Georgia ("Flowery Branch").

WITNESSETH:

WHEREAS, Hall County, the City of Gainesville, the City of Oakwood, and the City of Flowery Branch have partnered to plan and develop the Highlands to Islands Multi-Use Trail in Hall County, which will provide recreational opportunities to Hall County residents from Longwood Park in Gainesville to Lake Lanier Islands in South Hall County; and

WHEREAS, the Highlands to Islands Multi-Use Trail will also enhance the regional economy through a growth in recreational tourism, an increased desire to live or work near a

multi-use trail, a reduction in the impacts of traffic and congestion as well as improved health benefits and quality of life; and

WHEREAS, the Highlands to Islands Trail is funded by the Hall County Special Purpose Local Option Sales tax, the state and federal Transportation Enhancement Grant, the Local Maintenance Improvement Grant as well as local funds; and

WHEREAS, Hall County, Gainesville, Oakwood, and Flowery Branch desire to establish certain maintenance and improvement responsibilities with regard to the Highlands to Islands Trail; and

WHEREAS, Paragraph I of Section III of Article IX of the Georgia Constitution provides that counties and municipalities may contract for any period not exceeding 50 years with each other or with any other public agency, public corporation, or public authority for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; provided that such contracts deal with activities, services, or facilities which the contracting parties are authorized by law to undertake or provide; and

WHEREAS, the governing authorities of each of the parties to this Agreement deem the provision of maintenance and improvements to the Highlands to Islands Trail to be in the best interest of all citizens of their respective jurisdictions;

NOW, THEREFORE, in consideration of the mutual promises and understandings made in this Agreement, and for other good and valuable consideration, the County, Gainesville, Oakwood, and Flowery Branch consent and agree as follows:

1.

Each City and the County which is a party to this Agreement shall be responsible for funding maintenance and improvements necessary to ensure the function and usability of the developed portion of the Highlands to Islands Multi-Use Trail. Trail maintenance for specific portions of the trail will be covered entirely by the applicable governing jurisdiction as follows:

City of Gainesville	Rock Creek Greenway, Gainesville Downtown Path, Midland Greenway, Airport Connector Trail
City of Oakwood	Downtown Oakwood Trails, Thurmond Tanner Trails
City of Flowery Branch	Downtown Flowery Branch Trails
Hall County	Chicopee Trail, Tumbling Creek Trail, Spout Springs Sidepath

A map depicting the sections of the Trail set forth above is attached hereto as Exhibit "A." As new Trail segments are constructed, the jurisdiction responsible for the construction will inherit the maintenance responsibility unless otherwise agreed upon, in writing, by the parties hereto.

2.

The County Administrator and the City Manager for each party with an operating segment of the Trail shall designate a representative to serve on a Maintenance and Improvement Committee which shall make recommendations concerning maintenance standards and improvement specifications for the Highlands to Islands Trail. The governing authority of each party will work in good faith to adopt maintenance standards and improvement specifications that ensure the proper functioning and usability of the Trail and shall take into account in

adopting such standards and specifications the recommendations of the Maintenance and Improvement Committee and the Gainesville-Hall Metropolitan Planning Organization's Highlands to Islands Trail Amenities and Furnishings Design Guide, a copy of which is attached hereto as Exhibit "B".

3.

The parties agree to split the annual maintenance cost (each paying 25% of the total cost) of the Highlands to Islands Trail informational website, which was created and hosted by Hall County in 2022 (www.highlandstoislands.org).

4.

The parties shall cooperate in applying for various federal, state, and local grants which are available, or may become available, to assist in the maintenance and improvement of the Highlands to Islands Trail.

5.

All notices, consents, waivers, directions, requests or other instruments or communications provided for under this Agreement shall be deemed properly given when delivered personally or sent by registered or certified United States Mail, postage prepaid, as follows:

If to Hall County:	P. O. Box 1435 Gainesville, Georgia 30503 Attention: Chairman
If to the City of Gainesville:	P. O. Box 2496 Gainesville, Georgia 30501 Attention: City Manager

If to the City of Oakwood	P. O. Box 99 Oakwood, Georgia 30566 Attention: City Manager
If to the City of Flowery Branch	5410 Pine Street Flowery Branch, Georgia 30542 Attention: City Manager

6.

This Agreement, including any attachments or exhibits, constitutes the sole agreement existing between the County, Gainesville, Oakwood, and Flowery Branch with respect to maintenance and improvement of the Highlands to Islands Multi-Use Trail. Furthermore, this Agreement supersedes all prior agreements, negotiations and communications of whatever type, whether written or oral, between the parties hereto with respect to maintenance and improvement of the Highlands to Islands Multi-Use Trail.

7.

This Agreement shall not be amended or modified except by agreement in writing executed by the governing authorities of the parties or except as otherwise set forth herein.

8.

This Agreement shall be deemed to have been made and shall be construed and enforced in accordance with the laws of the State of Georgia.

9.

Should any phrase, clause, sentence, or paragraph of this Agreement be held invalid or unconstitutional, the remainder of the Agreement shall remain in full force and effect as if such invalid or unconstitutional provision were not contained in the Agreement unless the elimination

of such provision detrimentally reduces the consideration that any party is to receive under this Agreement or materially affects the operation of this Agreement.

10.

Hall County, Gainesville, Oakwood, and Flowery Branch shall comply with all applicable local, State, and Federal statutes, ordinances, rules and regulations.

11.

No consent or waiver, express or implied, by any party to this Agreement, to any breach of any covenant, condition or duty of another party shall be construed as a consent to or waiver of any future breach of the same.

12.

This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

13.

This agreement shall be effective on the date that it is executed by all parties hereto and shall continue thereafter from year to year for a term of five (5) years. Upon the expiration of the five year term, the parties shall have the option to renew this Agreement for one additional five (5) year term.

WITNESS WHEREOF, Hall County, Gainesville, Oakwood, and Flowery Branch, acting through their duly authorized agents, have caused this Agreement to be signed, sealed and delivered for final execution on the date indicated herein.

HALL COUNTY, GEORGIA

By: _____
Richard Higgins, Chairman
Board of Commissioners
of Hall County

Attest: _____
Jennifer Rivera, Clerk
Board of Commissioners of
Hall County

(SEAL)

(Signatures continued on next page)

CITY OF GAINESVILLE, GEORGIA

By: _____
Mayor

Attest: _____
City Clerk

(SEAL)

Approved as to form:

_____
City Attorney

(Signatures continued on next page)

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64797
8/4/20

CITY OF OAKWOOD, GEORGIA

By: _____
Mayor

Attest: _____
City Clerk

(SEAL)

(Signatures continued on next page)

CITY OF FLOWERY BRANCH, GEORGIA

By: _____
Mayor

Attest: _____
City Clerk

(SEAL)

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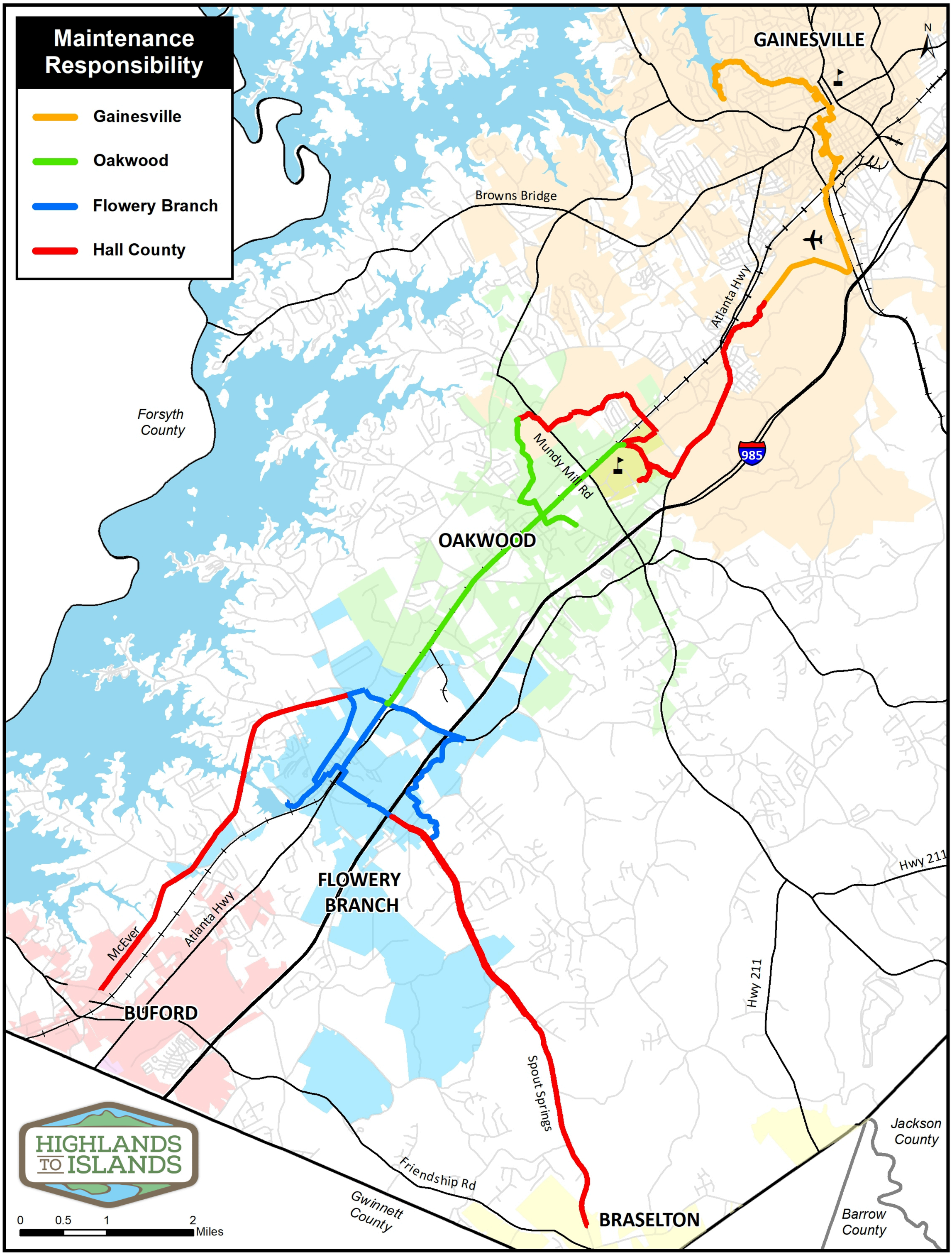
HIGHLANDS TO ISLANDS TRAIL NETWORK



Planned network extent as of June 2024. Exact routing may change for future segments.

Gainesville-Hall Metropolitan Planning Organization

Highlands to Islands

TRAIL AMENITIES AND FURNISHINGS DESIGN GUIDE

Prepared for:

GAINESVILLE-HALL
Metropolitan Planning Organization

Prepared by:

alta

July 2022

Wayfinding Signage on Highlands to Islands Trail (Cover)
Source:Imgbuilds

GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.2625
Fax: 770.531.3902
ghmpo.org

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the Highlands to Islands Design Guide

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) Act requires the Metropolitan Planning Organization to increase accessibility and mobility options available;

WHEREAS, the IIJA Act furthermore directs GHMPO to enhance the integration and connectivity of the transportation system, across and between modes;

WHEREAS, the Highlands to Islands Design Guide provides guidance on developing for the aesthetic cohesion of the expanding Highlands to Islands Trail Network;

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the Highlands to Islands Design Guide.

A motion was made by PC member Jeff Stowe and seconded by PC member Richard Higgins and approved this the 9th Day of August, 2022.

Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 9th Day of August, 2022

Notary Public

My Commission expires 1-22-2024

ANAEL DOMINGUEZ
MY COMMISSION EXPIRES
NOTARY
PUBLIC
JANUARY 22, 2024
HALL COUNTY, GEORGIA

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1 | Overview

PURPOSE AND USE

In 2019, the Gainesville and South Hall Trail Study was completed by the Gainesville-Hall Metropolitan Planning Organization (GHMPO). The previous installations of trail segments throughout the county, including the Chicopee Trail segment that was installed in 2016, served as a catalyst to develop the study. The results of the study provided the GHMPO with a recommended trail network that would create off-street trail loops connecting key destinations in South Hall County and Gainesville: University of North Georgia, Flat Creek, Lee Gilmer Airport, downtown Oakwood, downtown Flowery Branch, the Falcons Training Camp, Cherokee Bluffs Park, Hall County Government Center and various schools. The network is referred to as the Highlands to Islands Trail.

This Design Guide provides tools, references, and standards that can be used to enhance the trail experience for all visitors of the Highlands to Islands trail network or generations to come. The Design Guide is primarily intended for city and county staff, local elected officials, developers, consultants, and trail organizations involved in the implementation of the Highlands to Islands Trail system.

HIGHLANDS TO ISLANDS BRAND

OVERVIEW

Trail amenities are important to the experience of the Highlands to Islands Trail system. Just as the logo has become symbolic of the trail, amenities become the breadcrumbs of recognizable forms, patterns, texture, color, and rhythm that contribute to a consistent brand expression of safety, comfort, legibility, and community pride. Since the Highlands to Islands Trail traverses a range of landscapes, it is essential to provide a pattern of experiences that reflect the local color and context of natural, suburban, and urban settings within Gainesville and Hall County. This Design Guide will build upon existing trail amenities, wayfinding, and character of built trails creating a recognizable fit and finish for the trails as they are built out over time.

2 | Trail System Analysis

THE HIGHLANDS TO ISLANDS TRAIL NETWORK

The development of the Highlands to Islands Trail began long before the South Hall Trail Study was completed in 2019. The 2019 study provided a formalized approach to trail routing and alignment, with identification of short and long term priority projects. The feasibility study was a collaborative planning process led by the Gainesville-Hall Metropolitan Planning Organization, Hall County, Gainesville, Oakwood, and Flowery Branch. It analyzed the community's existing conditions and provided alignment alternatives, a preferred alternative, and an implementation plan.

The ultimate trail system will be a 35 mile multi-use path connecting the municipalities in Hall County. Trails that have already been completed are Rock Creek Greenway, Downtown Gainesville Trail, Midland Greenway, Chicopee Trail, Atlanta Highway Tunnel Trail, Lanier Islands Parkway Sidepath, Friendship Road Sidepath, Braselton Life Path. There are 5.6 miles of trail in the process of development and 30 miles of trail planned for future development.

EXISTING TRAILS

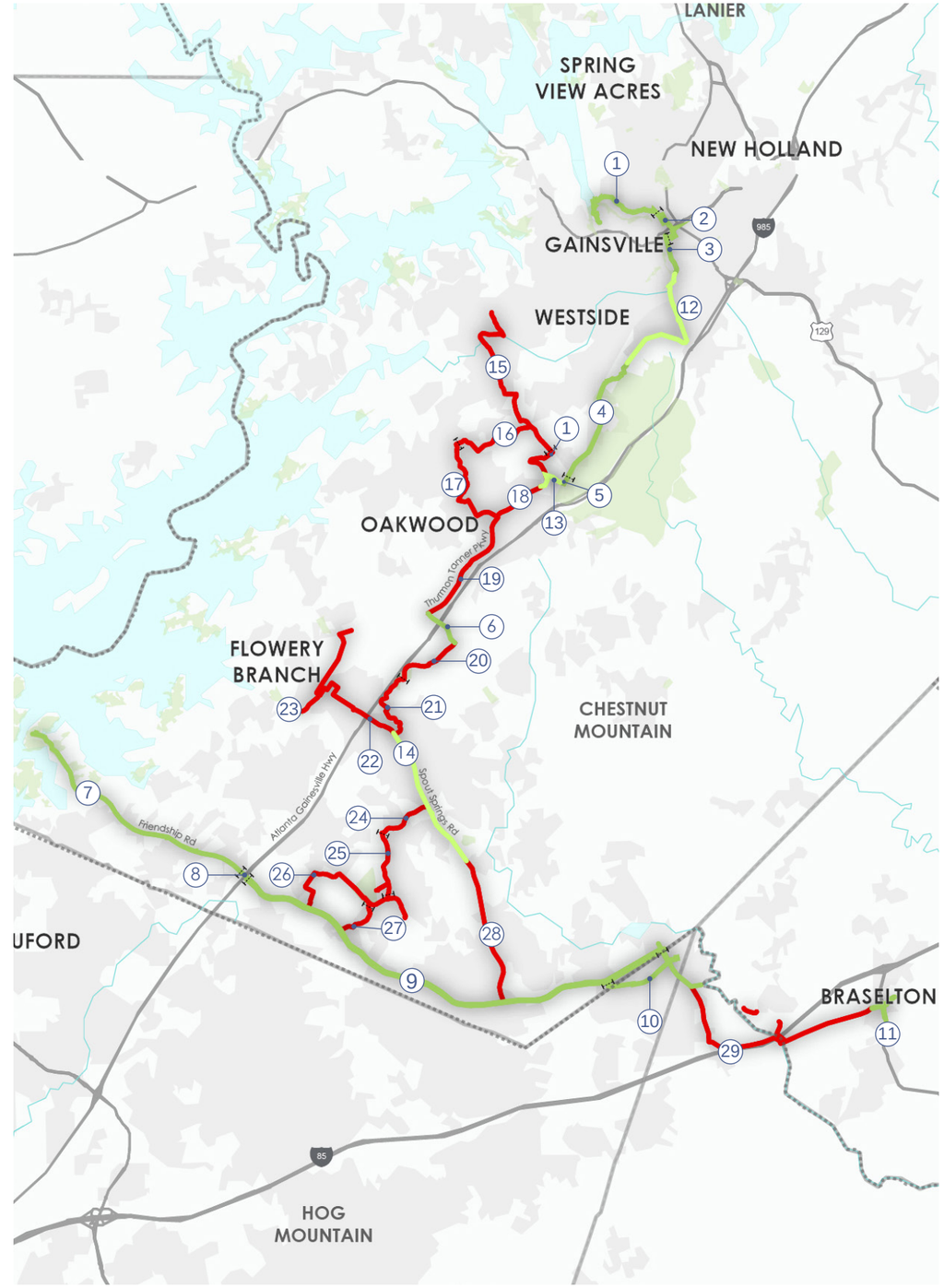
1. Rock Creek Greenway 1.91 mi
2. Downtown Gainesville Trail 96 mi
3. Midland Greenway .69mi
4. Chicopee Trail 2.42 mi
5. Atlanta Highway Tunnel Trail .18mi
6. Exit 14 Path .69 mi
7. Lanier Islands Pkwy Sidepath 4.58 mi
8. Exit 8 Path .14 mi
9. Friendship Road Sidepath 15.92 mi
10. Braselton Life Path 2.23 mi
11. Downtown Braselton Trail 1.35 mi

TRAILS IN DEVELOPMENT

12. Gainesville Airport Trail 2.50 mi
13. UNG Connector Trail .55 mi
14. Spout Springs Sidepath (Phase 1) 2.51 mi

PLANNED TRAILS

15. Cascade Woods Trail 2.82 mi
16. Mundy Mill Trail 2.11 mi
17. Oakwood Spur Trail 1.96 mi
18. UNG Campus Trail .49 mi
19. Thurmon Tanner Trail 2.62 mi
20. Hog Mountain Sports Complex Trail 1.20
21. Stonebridge Village Path 1.46 mi
22. Phil Niekro Spur Trail .80 mi
23. Flowery Branch Downtown Spur Trail 2.98 mi
24. Capitola Farms Path .96 mi
25. Bragg Road Path 1.41 mi
26. Blackjack Road Trail 2.79 mi
27. Swansey Road Trail .80 mi
28. Spout Springs Sidepath (Phase II) 2.51 mi
29. Braselton Connector Trail 4.62 mi



CURRENT TRAIL STANDARDS

AMENITIES

Existing trails have a combination of seating, trash receptacles, and wayfinding along various stretches of the trail network. More amenities are provided for users in major existing trailhead, park, and access point locations.

EXISTING TRAIL UPGRADES

The Gainesville portions of the Highlands to Islands network have provided a foundation of amenities. There are a few specific locations that would benefit from the addition of amenities and improvements that will strengthen this connectivity. These improvements include:

Ivey Terrace Park

- Provide seating, trash receptacles, and bike parking.
- Provide wayfinding signage.

Friendship Rd Sidepath

- Provide waysides along the trail that include seating, trash receptacles, water fountains, and bike parking.
- Provide appropriate wayfinding signage.
- Provide pedestrian lighting along trail.
- Provide shade trees for protection from weather elements.
- Recommend pedestrian hybrid beacon (PHB) midblock crossing at key pedestrian locations (i.e., Friendship Elementary School and Buford Family Community Center).

Chicopee Trail

- Provide waysides along the trail that include seating, trash receptacles, water fountains, and bike parking.
- Provide appropriate wayfinding signage

TRAILHEAD/ACCESS POINT IMPROVEMENTS

Ivey Terrace Park

- Provide appropriate amenities and furnishings.
- Provide appropriate wayfinding signage.

Wilshire Trails Park

- Provide bike racks throughout the park.

Longwood Park

- Provide bike racks.

Existing seating and trash receptacle at Midland Greenway Park
Source: Tricia Terrell (GHMPO)

Existing sidepath on Friendship Rd
Source: Google

HIGHLANDS TO ISLANDS DESIGN TYPOLOGY

VISUAL PREFERENCE SURVEY

During the work sessions with GHMPO staff and partners, a visual preference survey was conducted to understand the overall style that the committee preferred for the proposed trail amenities. The amenities that were surveyed included seating, trash receptacles, bollards, lighting, bike parking, fencing and handrails, and drinking fountains. The results of the survey showed that the committee's preferred style ranged between the modern and classic style furnishings. The images on the right were the furnishings that scored the highest each category. These results will provide further guidance on the trail amenities recommended in this guide.

All products recommended for the Highlands to Islands Trail System have been selected to compliment the existing amenities and features currently implemented along the trails. These recommendations are not to interfere with existing standards developed by participating municipalities.

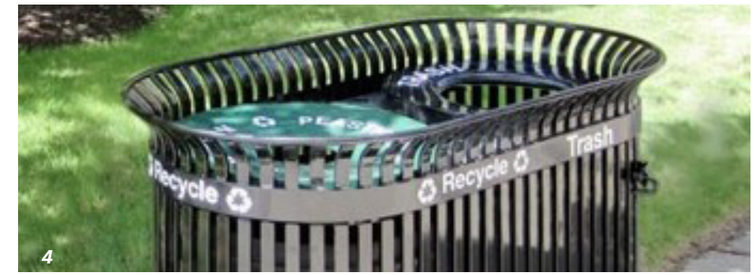
DISCLAIMER

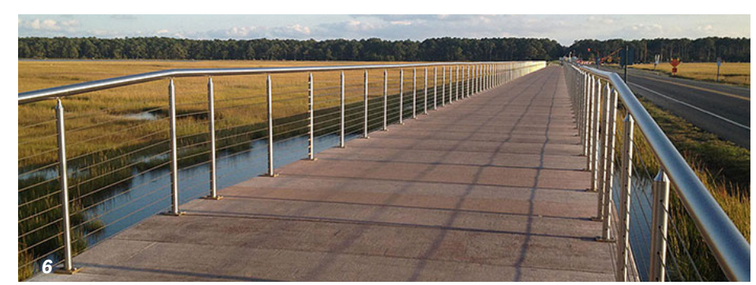
The products and examples with their respective design features included in the following section should be understood as recommendations to guide the municipalities where possible. Most municipalities use these standards as a benchmark. In some cases municipalities will be required to accept an "approved equal" for the furnishings, depending on the funding source for trail construction.

Image Sources:

1- Dash Bench I Forms + Surfaces
2- Circle Rack I Site Scapes
3- Alcott Area Light I Landscape Forms
4- Steel trash receptacle I
5- Concrete bollards I Archiproducts
6- Steel cable railing I Trex
7- Water bottle refill station I Block Island

PREFERRED AMENITY STYLES





HIGHLANDS TO ISLANDS DESIGN TYPOLOGY

MULTI-USE PATH DESIGN PRACTICES

Multi-use paths can provide a desirable facility, particularly for recreation, for users of all skill levels. Their separation from traffic is especially valued by users who do not feel comfortable recreating on or directly adjacent to roadways. Multi-use paths should generally provide directional travel opportunities not provided by existing roadways.

TYPICAL APPLICATION

- In abandoned rail corridors (commonly referred to as Rails-to-Trails or Rail-Trails).
- In active rail corridors, trails can be built adjacent to active railroads (referred to as Rails-with-Trails).
- In utility corridors, such as power line and sewer corridors.
- In waterway corridors, such as along canals, drainage ditches, creeks and beaches.
- Within roadway right-of-way.

DESIGN FEATURES

- 12 feet is the recommended width for multi-use paths. A separate track (5' minimum) can be provided for pedestrian use. 10 feet is the recommended width for low traffic paths.
- 8 feet is the minimum width allowed for a two-way bicycle path and is allowed for neighborhood access ways or places with limited space and for limited lengths.
- A 2 foot or greater shoulder on both sides of the path should be provided. An additional foot of lateral clearance (total of 3') is required by the MUTCD for the installation of signage or other furnishings.
- Clearance to overhead obstructions should be 8 feet minimum, with 10 feet recommended.
- When striping is required, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.
- Use of bollards should be avoided when possible. If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

MULTI-USE PATH IN RIPARIAN CORRIDORS

Riparian and waterway corridors often offer excellent multi-use path development and gap closure opportunities. These corridors include canals, drainage ditches, creeks, and beaches and offer excellent transportation and recreation opportunities for trail users of all ages and skills.

TYPICAL APPLICATION

Along riparian and waterway corridors.

DESIGN FEATURES

- Any access point to the path should be well-defined with appropriate signage designating the pathway as a multi-use facility and prohibiting unauthorized motor vehicles.
- Public access to the multi-use path may be prohibited during the following events:
  - Extreme storm events or other utility maintenance activities.
  - Inclement weather or the prediction of storm conditions.
- Setbacks from waterways and waterbodies should follow local state, county or jurisdictional ordinance.

MULTI-USE PATH IN UTILITY CORRIDORS

Utility corridors often offer space for multi-use path and trail development. Utility corridors typically include power line and sewer corridors. These corridors offer excellent transportation and recreation opportunities for trail users of all ages and skills.

Utility providers benefit from this arrangement by having uninterrupted, easily accessible route to their utility service. Individual utility providers may have their own policies and guidelines about buffer requirements.

TYPICAL APPLICATION

- Along underground utilities such as water, sewer, natural gas, or buried electric or communications lines.
- Along above-ground utility corridors such as telephone, cable, or overhead electric.

DESIGN FEATURES

- Multi-use paths in utility corridors should meet or exceed general design practice and the conditions of the utility providers, if within a utility easement. If additional width allows, wider paths, and landscaping are desirable.
- Any access point to the path should be well-defined with appropriate signage designating the pathway as a multi-use facility and prohibiting motor vehicles.
- Coordination with the underlying property owner is also required for trails within utility corridors, and may require additional right-of-way negotiation.

SIDEPATH

A sidepath is a bi-directional multi-use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a direct route for trail users where traffic speeds and/or volumes are too high to share the roadway.

TYPICAL APPLICATION

Although paths in independent rights-of-way are preferred, sidepaths may be considered where one or more of the following conditions exist:

- Along collector roadways with a posted speed between 30-40 mph
- To provide continuity between existing segments of multi-use paths in independent rights-of-ways
- For use near schools and neighborhoods, where increased separation from motor vehicles is desired

DESIGN FEATURES

- Standard Tread Width: The preferred minimum width is 12'.
- Roadway Separation: The preferred minimum separation width is 6.5 ft. Minimum separation distance is 5 ft.
- Sight Lines: It is important to keep approaches to intersections and major driveways clear of obstructions such as parked vehicles, shrubs, and signs on public or private property.

3 | Design Guidelines

OVERVIEW

The following section contains guidance for trail infrastructure features and methods with notes for appropriate use in varying contexts that are consistent with a standard approved by GHMPO staff and municipal partners. During construction documentation, design judgment should be used in assessing the most suitable materials for each application. All trail infrastructure and associated amenities should be designed to accommodate surrounding land use and standards set forth by the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), local regulations, current best practices, and Americans with Disabilities Act (ADA) standards.

DISCLAIMER

The dimensions included in the following section should be understood as recommendations to guide the municipalities where possible. Most municipalities use these standards as a benchmark. In some cases municipalities will be required to accept an "approved equal" for the furnishings, depending on the funding source for trail construction.

People on the Midland Greenway
Source: Gainesville Park and Recreation

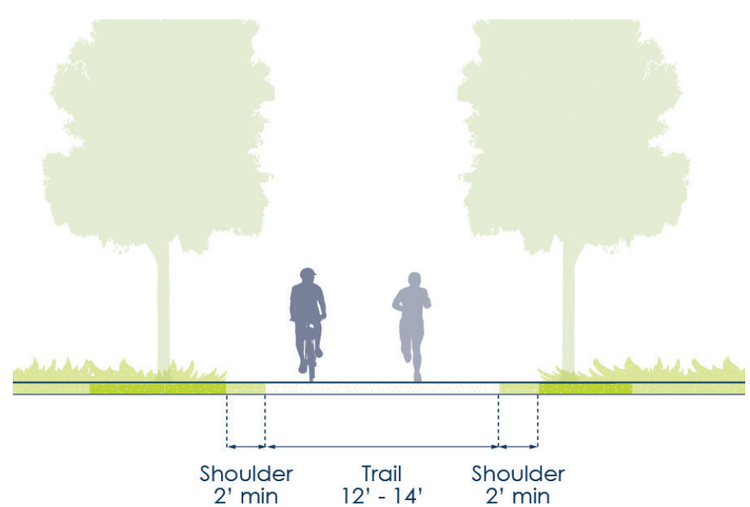
GENERAL TRAIL CONSTRUCTION

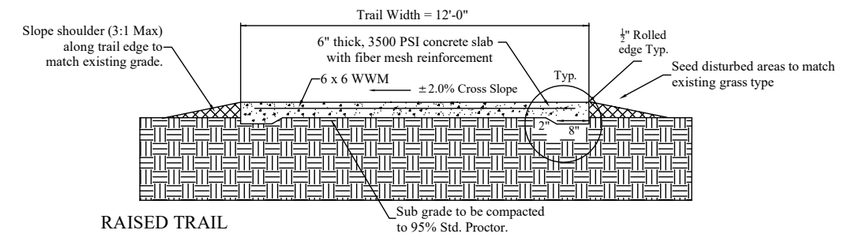
DESCRIPTION

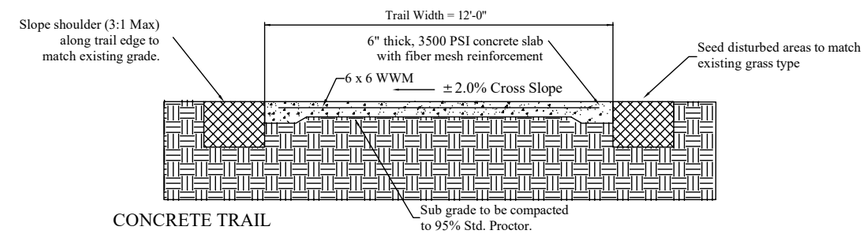
All Highlands to Islands trails shall be paved (concrete unless otherwise indicated) multi-use paths that accommodate pedestrians, bicyclists, skates, wheelchairs and other non-motorized uses.

GUIDELINES

- A 12'-wide path (14'-wide in high volume areas) is the minimum for Highlands to Islands trails.
- A 36" minimum clear zone, 5' preferred, on either side of the path including a minimum 2' shoulder.
- 8'-6" is the minimum overhead clearance (10' preferred).
- Provide a minimum of 8'-0" horizontal clearance along shoulders, where appropriate.
- The general design speed for Highlands to Islands trails is 20 MPH, and therefore a minimum radius of 100' is preferred. Where design speeds are slower or there is limited ROW, smaller radii may be considered.
- Superelevation of 1.5% to 2% should be provided on most curves.
- Use 6" minimum depth 4000 psi concrete.
- Provide sawcut joints at intervals equal to width of trail (tooled to a depth of 1" with a width of 1/4").
- Where trail abuts existing buildings, use isolation joints.
- All Highlands to Islands trail layout and alignment conforms to AASHTO guidelines.
- Class 5A aggregate compacted base depth varies depending on soil conditions.
- Minimum 1.5% cross slope for drainage and construction.
- Grades and superelevations conform to ADA standards for trails.
- Provide positive drainage to prevent water build-up on trail.
- Pavement markings per ADA standards.
- Trim hazardous overhanging branches and deadwood.
- A centerline pavement stripe may be required in certain situations such as high traffic areas, around tight curves or other appropriate site-specific applications.
- For streetside trails, provide a groomed meandering buffer zone between trail and curb where feasible (10' to 50' or more wide with mowed grass).
- Where ROW is constrained, provide a minimum 5' buffer (beauty strip) between road edge/back of curb and trail per AASHTO.
- Electrical and other utility lines in or adjacent to the trail should be buried or appropriately screened.
- Promote good visibility of the trail and lines of sight.







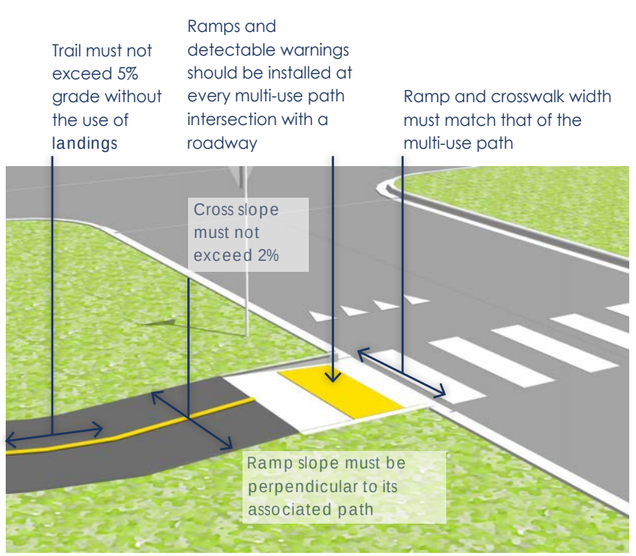
NOTES:
1. Trail width may vary due to field conditions but no smaller than 10'-0".
2. Concrete trail to be scored in squares 6' x 6' scored joints to be sawed.
3. Place expansion joint every 48'. Expansion joints should be placed between all rigid fixed objects and the new concrete trail.
4. The contractor shall insure the concrete trail section does not exceed the 2.0% cross slope. (ADA Requirements). If existing grade in field dictates a steeper cross slope, then the lower side of trail section shall match the existing grade and the shoulders shall be transitioned (3:1 Max) to maintain 2% max. cross slope requirement across trail section.

UNIVERSAL ACCESS ON SIDEPATHS

SIGNS AND MARKINGS

Signs for roadway users may not be visible for contraflow sidepath users. Provide signs and wayfinding in both directions along a sidepath. Similar to multi-use paths, sidepath users typically keep right except to pass. A centerline stripe may help clarify the direction of travel and organize traffic, but is not required.

Any multi-use path funded by GDOT or in the public right-of-way is considered to serve a transportation purpose and is required to be accessible in accordance with the United States Access Board ADA Accessibility Guidelines. Sidepaths are multi-use paths and therefore need to meet ADA requirements to ensure that all paths, street crossings, signals, and other facilities for pedestrian circulation and use are readily accessible, usable, and pleasant for pedestrians with disabilities. Consult with the local ADA Unit early in the project to clarify requirements.



ELEMENTS OF UNIVERSAL ACCESS

WIDTH AND CROSS SLOPE

The path's running slope must be less than 5% without use of landings. Design with a 4.5% running slope target is recommended to account for variation in construction tolerances. Where the path is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.

The path cross slope must not exceed 2%. Design with a 1.5% cross slope target is recommended to account for variation in construction tolerances. The path must provide a 5' minimum clear width to serve as an accessible pedestrian access route. A minimum clear width of 4 feet is acceptable if passing spaces are provided every 200 feet. Most multi-use paths designed for bicycle access will meet this requirement (PROWAG 2011).

The path surface should be solid, free of obstacles and tripping hazards. Path edge vegetation/screening, and signage should be maintained and located so as not to present obstacles for visually impaired path users.

MATERIALS

The path surface must be firm, stable surfaces, and are generally limited to hard surfaces such as concrete, asphalt, composite wood, or compacted gravel. Some surface materials must be periodically maintained to meet accessibility requirements.

SEATING/PICNIC AREAS

US Access Board Guidelines provide guidance on outdoor facilities. Provide a firm, stable area next to benches to allow a resting spot for people using wheelchairs. Design of picnic tables should allow space for a wheelchair to pull up to the table.

DRAINAGE

Paths should always use materials and be constructed such that they are well-draining and dry as much as possible (Source: National Trails Training Partnership). Avoid creating low spots and keep a consistent cross-slope between 1 and 1.5% to shed water from the path surface

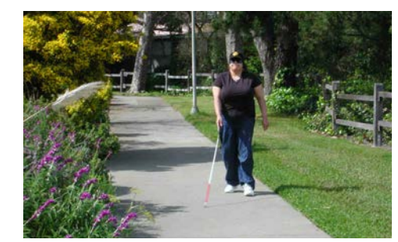
TRAILHEADS

Trailhead signage should provide accessibility information, such as path gradient/profile, distances, tread conditions, location of drinking fountains, and rest stops. At trailheads there should be at least one accessible parking area per every 25 vehicle spaces.

Trail amenities, drinking fountains, and pedestrian-actuated push buttons should be placed no higher than 4' off the ground.

GATES AND BOLLARDS

Gates and other openings should be at least 36" wide. Any gate hardware should be 34-48" from the ground, and only require one hand and 5 lb or less of pressure.



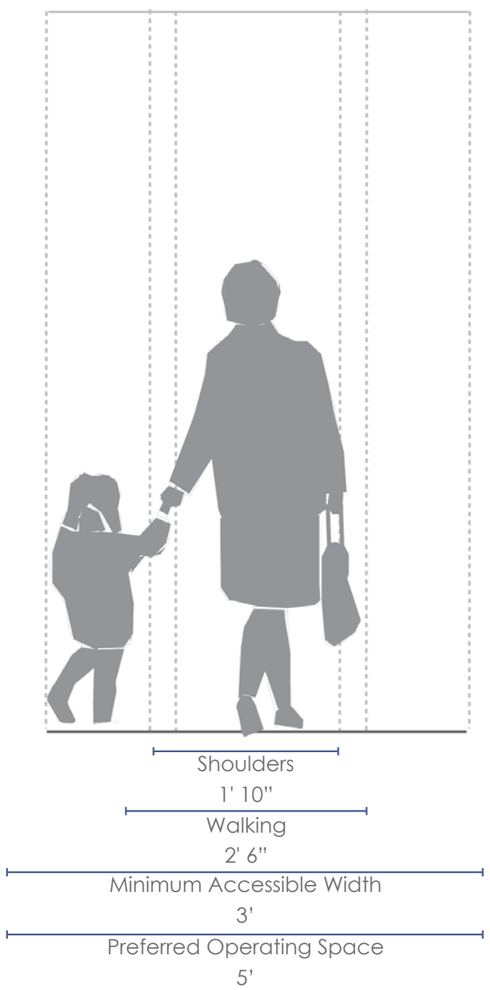
COMMUNITY ENGAGEMENT

Commit to an inclusive process, engaging accessibility partners at every stage of planning and design. Allow for disabled path users to test out the completed path.

TRAIL USERS

PEDESTRIANS

Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of their cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing. The table below summarizes common pedestrian characteristics for various age groups.

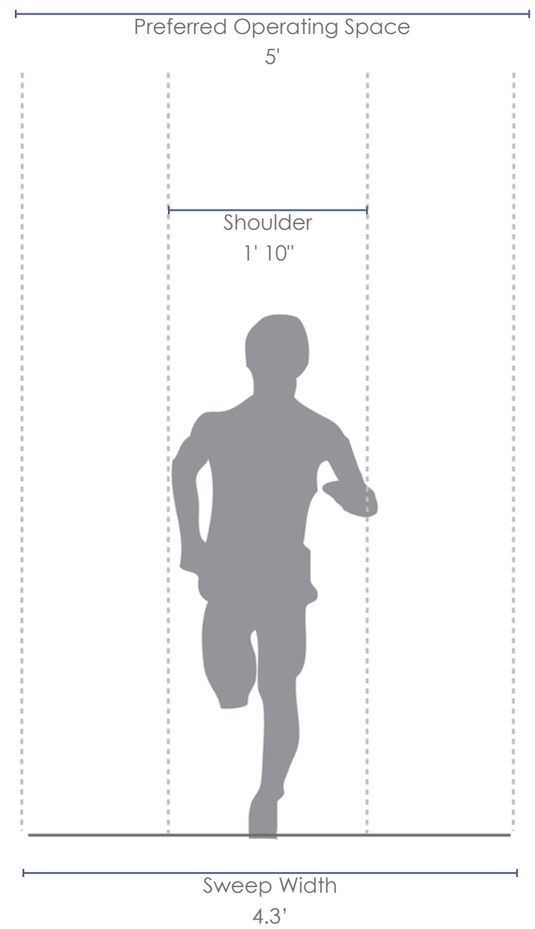


AGE	CHARACTERISTICS
0-4	Learning to walk Requires constant adult supervision Developing peripheral vision and depth perception
5-8	Increasing independence, but still requires supervision Poor depth perception
9-13	Susceptible to "darting out" in roadways Insufficient judgment Sense of invulnerability
14-18	Improved awareness of traffic environment Insufficient judgment
19-40	Active, aware of traffic environment
41-65	Slowing of reflexes
65+	Difficulty crossing street Vision loss Difficulty hearing vehicles approaching from behind

RUNNERS

Running is an important recreation and fitness activity commonly performed on multi-use paths. Runners can change their speed and direction frequently. If high volumes are expected, controlled interaction or separation of different types of users should be considered.

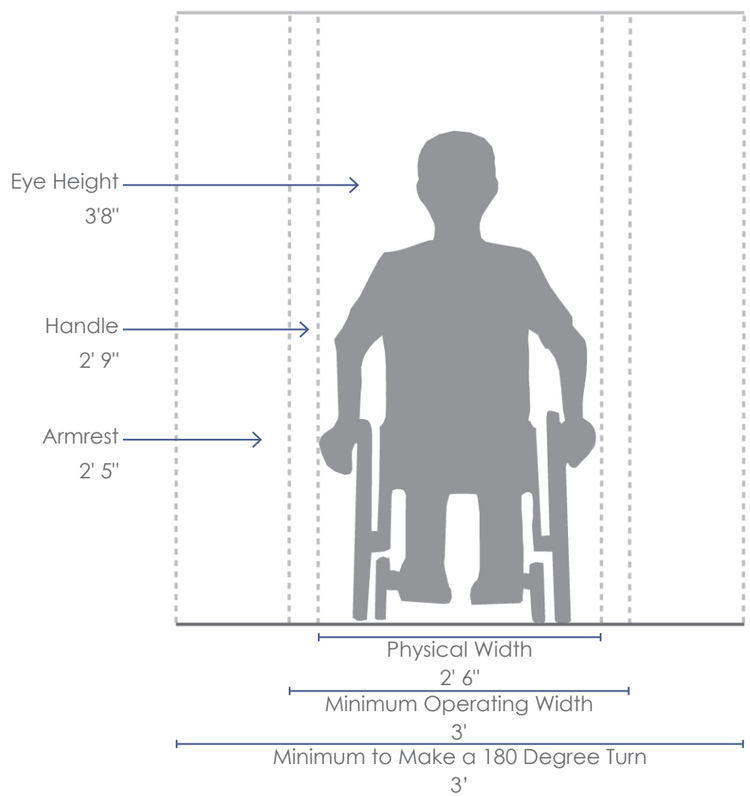
In areas of high use by joggers and runners, the Highlands to Islands trail system can accommodate these users by incorporating a second treadway comprised of a softer material. This enhances the path's level of service by separating user groups and enhancing user comfort on the multi-use path.



WHEELCHAIR USERS

People traveling in wheelchairs have specific needs. For example, maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is an important element of accessible design.

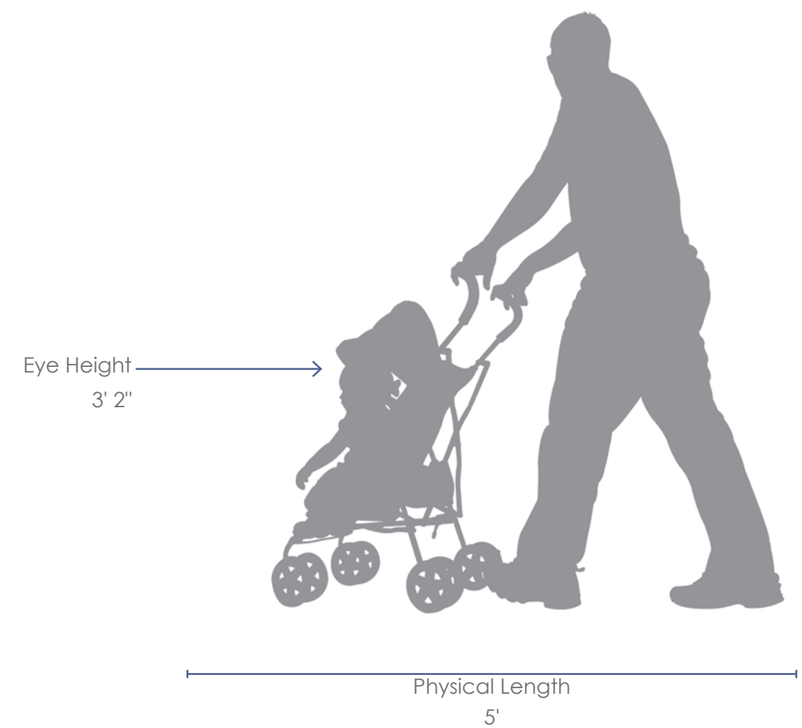
EFFECT ON MOBILITY	DESIGN SOLUTION
Difficulty propelling over uneven or soft surfaces	Firm, stable surfaces and structures, including ramps or beveled edges
Cross-slopes cause wheelchairs to veer downhill	Cross-slopes of less than two percent
Require wider path of travel	Sufficient width and maneuvering space



STROLLERS

Strollers are wheeled devices pushed by pedestrians to transport babies or small children. Stroller models vary greatly in their design and capacity. Some strollers are designed to accommodate a single child, others can carry 3 or more. Design needs of strollers depend on the wheel size, geometry and ability of the adult who is pushing the stroller.

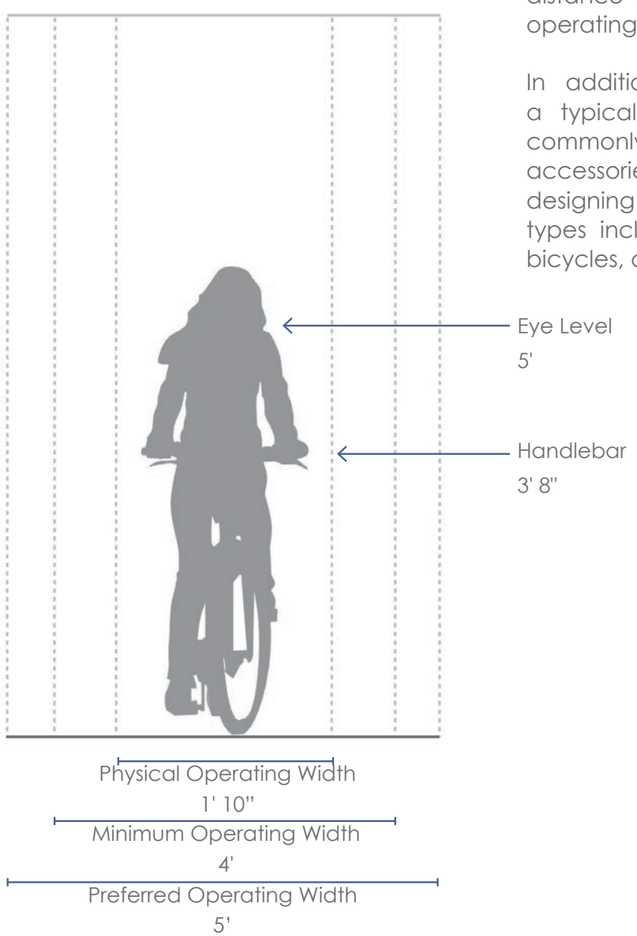
Strollers commonly have small pivoting front wheels for easy maneuverability, but these wheels may limit their use on unpaved surfaces or rough pavement. Curb ramps are valuable to these users. Lateral overturning is one main safety concern for stroller users.



BICYCLISTS

Similar to motor vehicles, people and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway should consider reasonably expected bicycle types on the facility and utilize the appropriate dimensions. Bicyclists require clear space to operate within a facility. This is why the minimum operating width is greater than the physical dimensions of the bicyclist. Bicyclists prefer five feet or more operating width, and four feet should be considered the minimum operating width. Objects which may catch handlebars or be hit by a pedal should provide adequate shy distance while still maintaining the minimum operating width.

In addition to the design dimensions of a typical bicycle, there are many other commonly used pedal-driven cycles and accessories to consider when planning and designing bicycle facilities. The most common types include tandem bicycles, recumbent bicycles, and trailer accessories.



POWERED MICROMOBILITY DEVICES

E-bicycles, e-scooters, e-skateboards and other powered micromobility devices are electric mobility devices operated along on-street facilities or multi-use pathways. With the growth of powered micromobility devices, there is now a spectrum of vehicles on the market. However, they are often more onerous to identify and manage. E-bikes often have the option to turn the electric assist feature on and off, making it difficult to distinguish when it is being used like a regular bike versus an e-bike. Design considerations for powered micromobility devices are detailed below.

Electric Micromobility Device Design Considerations

	E-BICYCLE	E-SCOOTER
SPEED	Up to 20 mph	15-20 mph
TYPICAL TRIP DISTANCE	5 mi	1-1.5 mi
VARIATIONS	Class I, II; Electric Tricycles; Electric Cargo Bikes; and Pedal-less E-bikes	Stand up e-scooters, e-skateboards, e-unicycles, e-balance boards
PARKING CONSIDERATIONS	Access to charging stations, on-street corrals, racks in furnishing zones	Access to charging stations, on-street corrals, e-scooter parking zones, racks in furnishing zones
SHARED MOBILITY CONSIDERATIONS	Access to shared mobility docking stations or designated lock-to racks or designated micromobility parking zones	Undesignated parking (in furnishing zone or similar area), scooter docking stations, or designated parking zones

GOLF CARTS ON MULTI-USE PATHS

Golf carts are only permitted on certain sections of the Highlands to Islands Trail system. Those sections currently include:

Braselton LifePath, City of Braselton

Additionally, the City of Flowery Branch has stated that they foresee residents utilizing certain sections of the trail via golf carts to access their downtown and retail centers. This portion of the trail is not yet built and the exact segments where golf carts will be permitted will be determined at a later date.

Golf carts are not to be permitted on any other trails of the Highlands to Islands trail system.

Where golf cart use is permitted, the following guidance may be used.

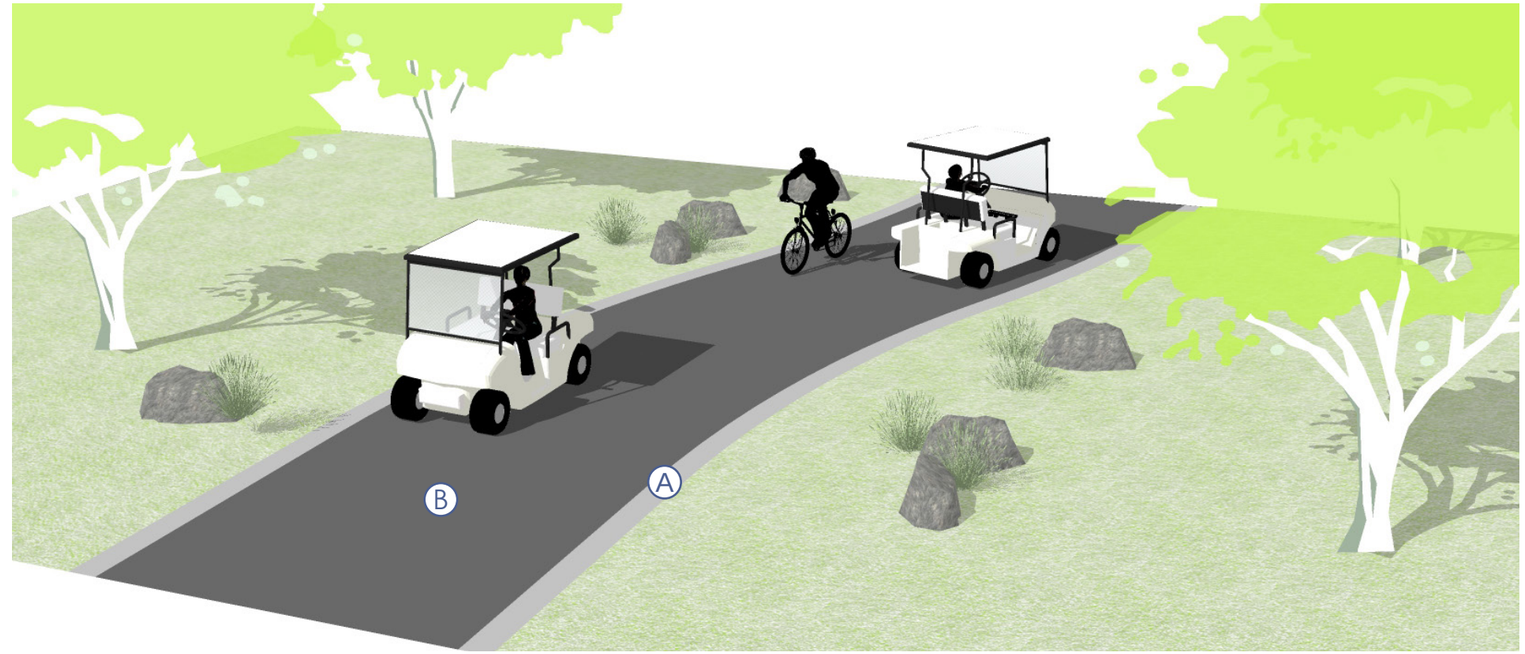
DESIGN FEATURES

- Preferred path width is 14', and minimum width is 12 ft (3.6 m), Twelve feet is the minimum width needed to allow two golf carts to pass each other, and also enables a bicyclist to pass another path user going the same direction, while another path user is approaching from the opposite direction. 14' is the preferred width for multi-use paths designed to facilitate golf carts, pedestrians, and bicyclists. Where pedestrian volumes are extremely high, a separate track 5 ft (1.5 m) sidewalk can be provided for separate use.

(A) A 2 ft (0.6 m) or greater shoulder on both sides of the path should be provided free of obstacles. An additional foot of lateral clearance, for a total of 3 ft (1.0 m), is required by the MUTCD for the installation of signage or other furnishings.

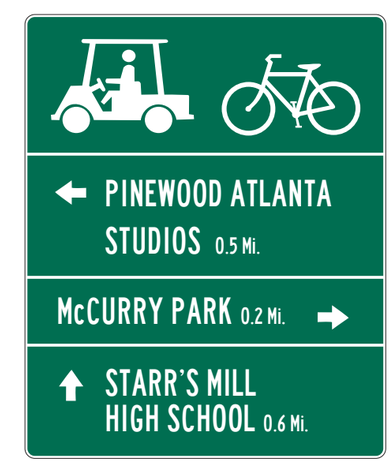
(B) Stable, slip-resistant path surface and ADA-accessible curb ramps with tactile warning strips for ADA-accessibility.

  - Running slopes not to exceed 5%, unless following road grade per PROWAG.
  - Cross-slopes not to exceed 2%.
  - Standard clearance to overhead obstructions should be 10 ft (3.0 m).
  - Frequent access points from the local road network



SIGNAGE

- There are several types of signs that can help with trail navigation. The following examples are modified versions of standard MUTCD bicycle wayfinding signage that may be used in municipalities allowing golf cart access to the trails. Participating municipalities of the Highlands to Island Trail System may consider other custom wayfinding signage with branding to reflect community character.
- Confirmation signs indicate that golf cart users and bicyclists are on the right path to their destinations. They include destinations and distance/time, but not arrows.
- Signage should clearly indicate the boundaries of golf cart usage where trails are not permitted (please see signage section for reference).
- Turn signs indicate where a route turns from one street onto another street.
- Decision signs indicate the junction of two or more trail routes to access key destinations. The signs include destinations, arrows and distances. Travel times are optional.



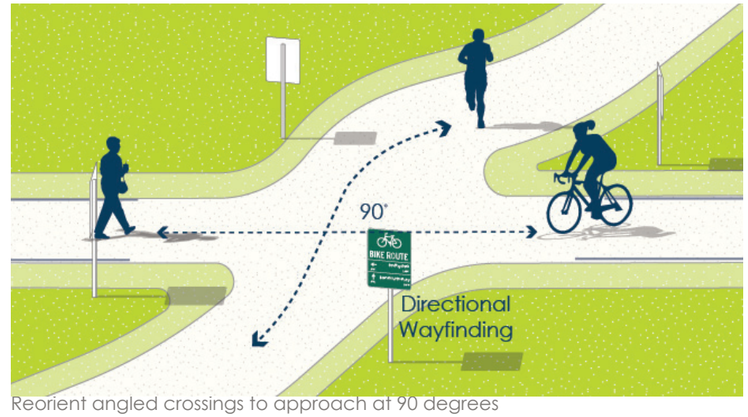
INTERSECTIONS WITH OTHER TRAILS

DESCRIPTION

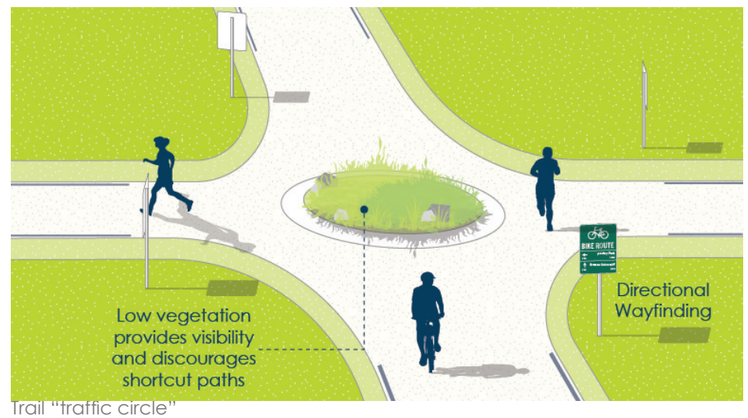
At the intersection of two trails, users should be aware that they are approaching an intersection and of the potential for encountering different user types from a variety of directions. This can be achieved through a combination of regulatory and wayfinding signage and unobstructed sight lines.

GUIDELINES

- Trails should be aligned to intersect at 90 degree angles when possible.
- Sight lines should be clear for all users.
- Consider off-setting the trail intersection and creating two three-way intersections rather than one four-way intersection.
- A traffic circle may be a viable design option to slow speeds and clarify expected operation.
- Include directional signage at intersections.
- If a traffic circle design is used, consider the use of landscaping with low growing (no more than 24 inches high) and minimally spreading native shrubs and groundcover that require little maintenance and provide clear sight lines.
- Other material can be used within traffic circles such as boulders and public art to discourage shortcut paths through the central island as long as clear sight lines under 36 inches are maintained.



Reorient angled crossings to approach at 90 degrees



Trail "traffic circle"

Trail at Sidewalk intersection

TRAIL SPURS

NEIGHBORHOOD ACCESSWAYS

Neighborhood accessways provide residential areas with direct bicycle and pedestrian access to parks, trails, greenspaces, and other recreational areas. They most often serve as small trail connections to and from the larger trail network, typically having their own right-of-way and easements.

TYPICAL APPLICATION

- Neighborhood accessways should be designed into new subdivisions.
- For existing subdivisions, neighborhood and homeowner association groups are encouraged to identify locations where such connects would be desirable.

DESIGN FEATURES

- Neighborhood accessways should remain open to the public.
- Trail pavement shall be at least 8 feet wide to accommodate emergency and maintenance vehicles, meet ADA requirements and be considered suitable for multi-use.
- Trail widths should be designed to be less than 8 feet wide only when necessary to protect large mature native trees over 18" in caliper, wetlands or other ecologically sensitive areas.
- Access trails should slightly meander whenever possible.

NATURAL SURFACE SPURS AND CONNECTORS

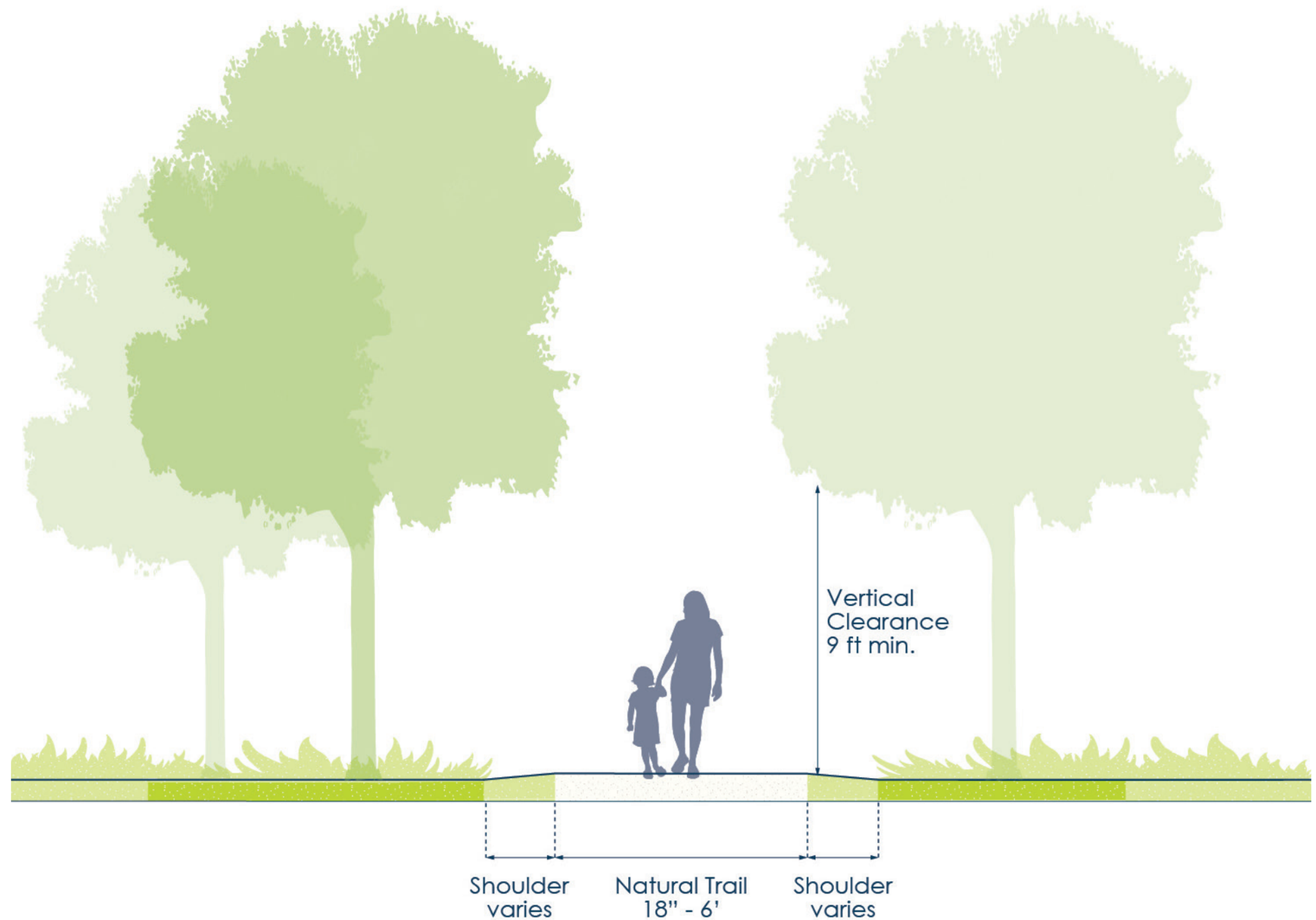
Sometimes referred to as footpaths or hiking trails, natural surface trails are used along corridors that are environmentally sensitive but can support bare earth, wood chips, or stone fines. Soft surface trails may be used as spur trails, or as parallel hiking trails to the primary greenway route.

TYPICAL APPLICATION

Natural surface trails are a low-impact solution and found in areas with limited development or where a more primitive experience is desired. These are not intended to be ADA compliant or accommodate all non-motorized uses.

DESIGN FEATURES

- Trails can vary in width from 18 inches to 6 feet or greater; vertical clearances should be maintained at nine-feet above grade.
- Base preparation varies from machine-worked surfaces to those worn only by usage.
- Trail surface can be made out of dirt, rock, soil, forest litter, or other natural materials. Some trails use crushed stone (crusher run) that contains about 4% fines by weight, and compacts with use.
- Provide positive drainage for trail tread without extensive removal of existing vegetation; maximum slope is 5% (typical).



TRAIL & ROADWAY INTERSECTIONS

DESCRIPTION

The specific type of treatment for Highlands to Islands Trail trail crossings may range from a simple marked crosswalk to full traffic signal or grade separated crossing.

The table below presents a high-level assessment of potential crossing treatment options for a variety of contexts. Enhanced treatments require additional site by site analysis and should be implemented based upon a safety engineering evaluation, and identified community need. The evaluation should consider the number of lanes, the presence or lack of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.

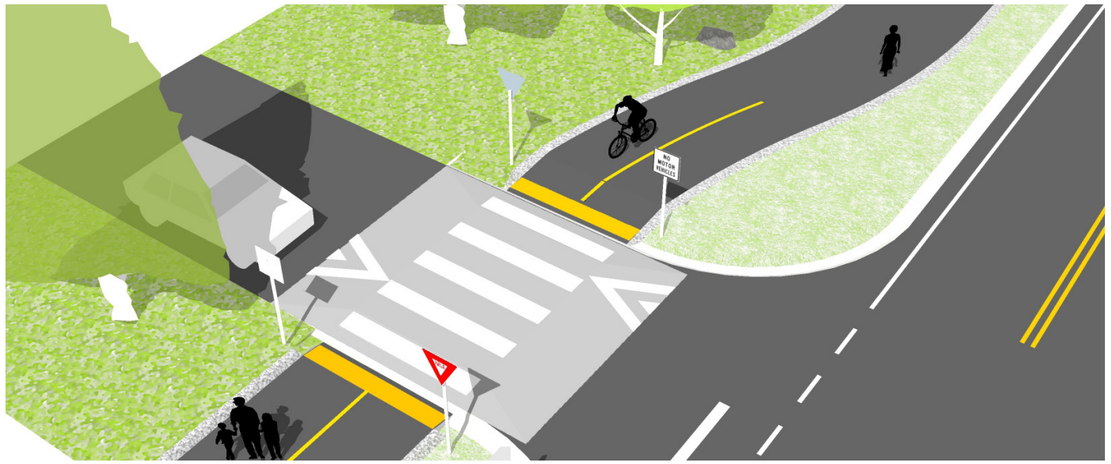
PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE	Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph							
FACILITY TYPE	2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
Marked and Signed Crosswalk*	✓	✓	EJ	EJ	X	EJ	EJ	X	X	X	X	X	X
Crosswalk	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
Raised Crosswalk	✓	✓	EJ	EJ	EJ	EJ	EJ	EJ	X	X	X	X	X
Rectangular Rapid Flashing Beacon Crossing	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X	X
Pedestrian Hybrid Beacon Crossing	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓
Grade Separated Crossing	X	X	EJ	EJ	EJ	X	EJ	EJ	✓	✓	✓	✓	✓

LEGEND	
Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

*Note that all treatments shall include a marked crosswalk. The "Marked and Signed Crosswalk" line item indicates contexts where ONLY a marked and signed crosswalk is an appropriate treatment.

RAISED CROSSING

Raised crosswalks are a combination of a raised speed-table and a marking crosswalk to increase vehicular yielding rates. It is also used to highlight road user priority with its geometric design.



TYPICAL APPLICATION

Raised crosswalks may be used at mid-block or intersection crossings on local, collector and, in limited circumstances, arterial streets. They are also applicable on streets with speeds at or below 30 mph- 35 mph in locations with high pedestrian traffic and maximum traffic volumes of 3,500-4,000 vehicles per day.

DESIGN FEATURES

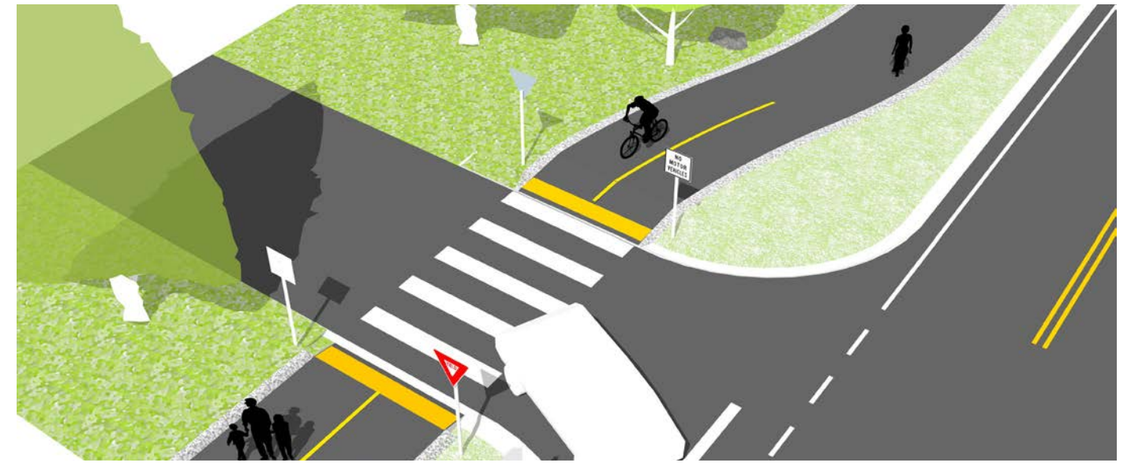
- Median island refuges should be paired with a Marked Crosswalk and Advanced Yield Line Crossing Treatment Package.
- Where parking lanes exist, curb extensions should be used to shorten crossing distance and position users in a visible location. Parking should be prohibited between the yield line and marked crosswalk.

MAINTENANCE

The raised crosswalk should have a smooth curve profile in order for snow plows to operate on the streets that they are applied on.

MARKED CROSSING

Markings must be used to create a legal crosswalk, when a multi-use path crosses a roadway at a midblock location. The most simple marked crossing type uses high visibility crosswalk markings with crossing warning signs.



TYPICAL APPLICATION

Marked and signed crosswalks are typically used where multi-use paths intersect with collector or minor arterial roadways. Midblock path crossings should not be placed within 250 feet of an existing signalized intersection. Align the path directly to the existing signalized intersection if it is the closest crossing available.

DESIGN FEATURES

- High visibility crosswalk markings.
- Bicycle/Pedestrian warning sign (W11-15) with downward arrow plaque (W16- 7P) at the crossing, on both sides. Bicycle and Pedestrian figures on the sign should always face toward the crosswalk.
- A Bicycle/Pedestrian warning sign (W11-15) with "ahead" plaque (W16-9) before the crossing.

MAINTENANCE

Maintaining marked crossings should be a high priority, because markings need to be visible to be effective. Thermoplastic or epoxy markings offer increased durability over conventional paint.

PEDESTRIAN HYBRID BEACON CROSSING

Pedestrian Hybrid Beacons (PHB), formerly known as High-Intensity Activated Crosswalks (HAWK) an be used to improve multi-use path crossings of major streets. A hybrid beacon consists of a signal head with two red lenses over a single yellow lens on the major street, and a pedestrian signal head for the crosswalk.

Hybrid beacons are only used at marked mid-block crossings or unsignalized intersections. They are activated with a pedestrian pushbutton at each end. If a median refuge island is used at the crossing, another pedestrian pushbutton can be located on the island to create a two-stage crossing.

TYPICAL APPLICATION

To improve multi-use path crossings of major streets in locations where side-street volumes do not support installation of a conventional traffic signal. Hybrid beacons may also be used at mid-block crossing locations.

DESIGN FEATURES

- Hybrid beacons may be installed without meeting traffic control signal warrants if roadway speed and volumes are excessive for comfortable user crossing.
- If installed within a signal system, signal engineers should evaluate the need for the hybrid signal to be coordinated with other signals.
- Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk to provide adequate sight distance. Custom signage includes golf cart, bicycle, and pedestrian icons.

RECTANGULAR RAPID FLASHING BEACON CROSSING

Rectangular Rapid Flash Beacons (RRFB) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance at marked crosswalks.

TYPICAL APPLICATION

Guidance for marked/unsignalized crossings applies to RRFB crossings. RRFBs shall not be used at crosswalks controlled by YIELD signs, STOP signs, Pedestrian Hybrid Beacons (PHB's), or traffic control signals. RRFBs shall initiate operation based on user actuation and shall cease operation at a predetermined time after the user actuation or, with passive detection, after the user clears the crosswalk. Rectangular Rapid Flash Beacons (RRFB) dramatically increase compliance over conventional warning beacons.

DESIGN FEATURES

- RRFBs are typically activated by path users manually with a push button, or can be actuated automatically with passive detection systems.
- Use in conjunction with custom path warning signage showing golf cart user, pedestrian, and bicycle icons.
- Providing secondary installations of RRFBs on median islands improves conspicuity and creek yielding behavior.
- Optional: Median islands can be painted or raised concrete.
- An RRFB consists of two rectangular-shaped yellow indications, each with an LED-array-based light source.
- When actuated, the two yellow indications in each RRFB unit shall flash in a rapidly flashing sequence.

CREATIVE CROSSING

Creative crossings are artistic alternatives to standard crosswalk markings. Creative crossings use different colors and patterns to provide safe pedestrian crossing.

Creative crosswalk in Long Beach, CA
Source: Alta Planning + Design

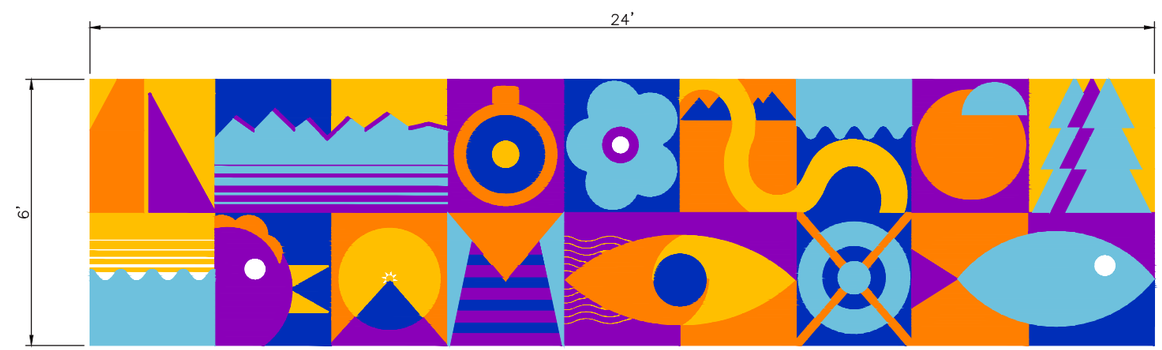
TYPICAL APPLICATION

Creative crosswalks may only be implemented on local streets and with the support of the City or County Engineer.

- Recommend implementing in locations close to school crossings. (i.e. Incorporate school mascot design)
- Can utilize Highlands to Islands Trails logo and colors in crosswalks as a branding and wayfinding tool.

DESIGN FEATURES

- While there is a variety of options for designing these crosswalks, they must follow FHWA guidelines.
- Application of Colored Pavement, colors of crosswalks should generally be in the earth tone family
- In addition to the style of the crosswalk, painted bulbouts may be implemented to enhance pedestrian visibility and comfort at the crossing.



Gainesville crosswalk mural designed by Geveko Markings
Source: Geveko Markings and City of Gainesville

STREET UNDERPASSES AND OVERPASSES WITH RAMPS

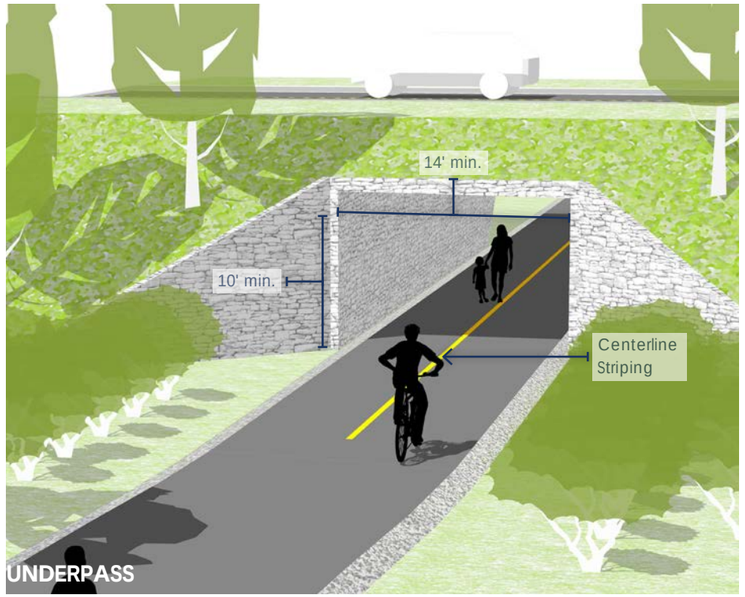
DESCRIPTION

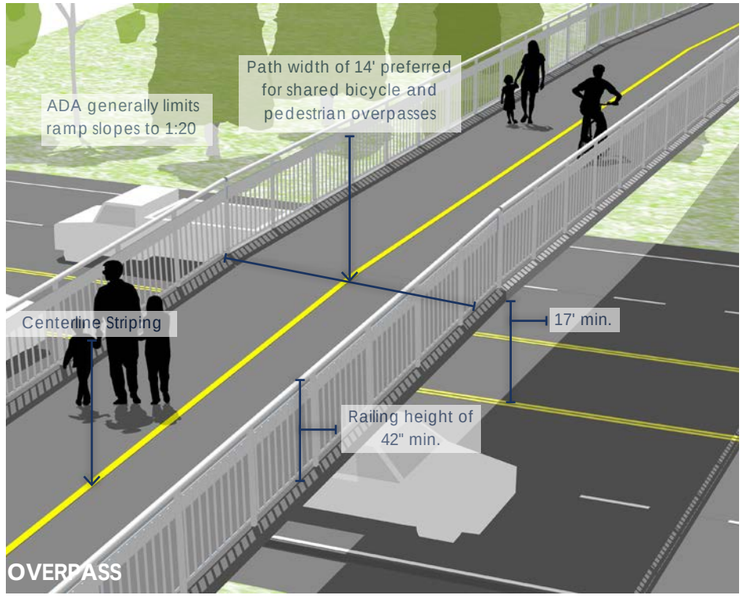
Bicycle/pedestrian underpasses and overpasses with ramps provide critical non-motorized system links by joining areas separated by barriers such as railroads and highway corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist.

GUIDELINES

- Trail width, surface, lines of sight, grades and other design factors should be in conformance with AASHTO and ADA.
- Concrete surfaces are preferred in flood prone areas to minimize risk of washouts.
- Trail above 10-yr flood elevation preferred for tunnels.
- Use appropriate safety signage/warnings such as curve arrows per MUTCD.
- Provide a minimum of 8' of headroom for multi-use (bikes and peds.) 10' min. if equestrian use though 12' of headroom is preferred.
- Provide centerline stripe to promote user safety.
- Provide clear line of sight under bridge with no hiding places.
- 24" edge/rumble strip on each side of path preferred.
- Provide bypass ramps to a safe road crossing point for high water events.
- For attached shared-use path provide min. 12' width and min. 54" safety barrier (min. 42" barrier between path and traffic lane may apply in some instances). Refer to AASHTO and traffic engineers.
- Work with qualified lighting engineer to provide appropriate 24-hour lighting in all tunnels/underpasses.
- In some locations, the trail will go under bridges or through low areas subject to flooding. In some cases, the trail will need to be substantially anchored (with concrete, rock, Geoweb or similar system) and armored with rock where appropriate to prevent wash out from flowing water. A engineer with flood expertise should be consulted to ensure the underpass is durable and will not adversely impact flood conveyance.

Creek to Creek Greenway
Source: Alta Planning + Design





STREAM CROSSINGS

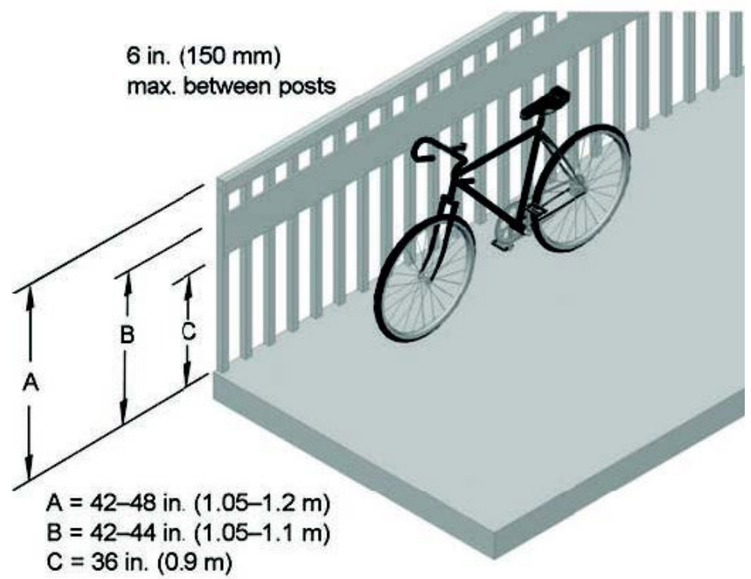
DESCRIPTION

Multi-use path stream crossings provide the Highlands to Islands Trail access over natural features. The type and size of bridge can vary widely depending on the trail type and specific site requirements.

Bridges often used for multi-use paths include suspension bridges, prefabricated span bridges and simple girder bridges. When determining bridge design for multi-use paths, it is important to consider emergency and maintenance vehicle access.

GUIDELINES

- Pedestrian spans should be able to carry weight of maintenance and emergency vehicles (12,000 pounds) unless alternative access is available.
- Spans should be wide enough to accommodate both trail traffic and people who may want to linger on the span to enjoy the view. Absolute minimum width should be 12' but 14' is preferable, both to accommodate those who linger and possible future trail widening. In some instances, such as higher traffic areas, a "belvedere" or small "balcony" may be attached to the side of the bridge deck to accommodate people wanting to linger out of the path of trail traffic.
- All railings should be at least 44" high (54" on highly elevated decks and bridges). Provide approach railings as safety dictates leading to bridges with the opening flared. Approach railing styles should match bridge styles and materials.
- Clear-span crossings are preferred, as opposed to low water crossings on multi-use path. This will avoid washouts and sediment build-up problems. Clear spans should be placed above the 100-year flood level wherever possible, but in some instances may be lower, provided the structure will not raise the 100-year flood level in developed areas without proper mitigation (an engineer with flood expertise should be consulted).
- Generally, pre-manufactured, self-weathering steel structures are preferred for cost-effective construction and maintenance.
- Wherever appropriate, cost-effective and feasible bridges could include enhancements such as abutment trim, monuments, arches and artistic components.
- Trail above 10-yr flood elevation preferred.
- Optimize headroom vs. trail elevation above creek invert (bottom) to
- Boardwalk design and materials should fit with the branding



Bridge railing guidelines
Source: AASHTO Guide for the Development of Bicycle Facilities (2012), Figure 5-11.

Boardwalk Bridge in Memphis, TN
Source: Alta Planning + Design

Wolf Creek Guide Trail Bridge
Source: Alta Planning + Design

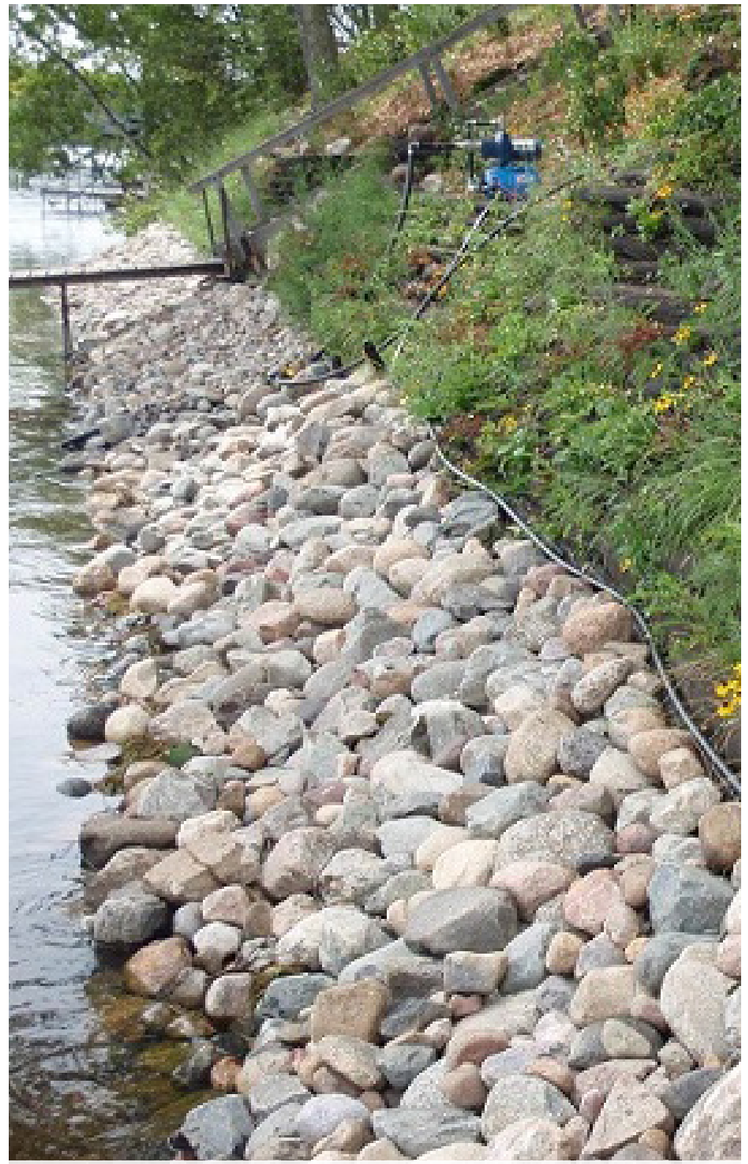
EROSION CONTROL, SLOPE PROTECTION, AND BANK RESTORATION

DESCRIPTION

In a number of instances, steep slopes, stream banks, construction cuts, and other areas subject to erosion will require erosion control and stabilization improvements. In instances where retaining walls are not needed, other forms of erosion control and slope protection will be required.

GUIDELINES

- Typically erosion control should be considered where grades exceed 3:1 unless well stabilized by vegetation .
- Consider incorporating raingardens and bioretention areas along trail to handle storm runoff from paved sections, especially in areas with steeper slopes to prevent erosion from runoff.
- Where feasible, use natural or natural-appearing stabilization that promotes the re-growth of vegetative cover such as woven plant fiber matting.
- If rock rip rap is used for stabilization provide an adequate buried toe along creek and stream banks and bury rock with soil that is stabilized and revegetated to conceal rock and promote a more natural slope.
- Along creek and stream banks and other embankments terrace slopes to create a natural appearance and establish a healthy riparian edge with reforestation.
- Wherever feasible restore disturbed slopes with appropriate indigenous vegetation.
- Local and state guidelines prevail for all erosion and sediment control in Georgia. Refer to the Georgia Soil and Water Conservation Commission's manual.



Natural Retaining Wall
Source: Hansons Garden Village

Vegetated Slope
Source: Alta Planning + Design

Vegetated Slope
Source: Alta Planning + Design

RETAINING WALLS

DESCRIPTION

In general, any slope in excess of 3:1 grade will require stabilization or retention to control erosion. In many cases this will require a structural retaining wall. Walls may vary in height from a 6" curb to a higher wall or wall system of 5- to 12' or more. Walls should be built of stone or brick, or may have a stamped façade over a concrete base.

GUIDELINES

- Where possible, it is desirable to keep wall height less than 4'. On steep, high slopes this may require "splitting" a wall with half of the height on the uphill side of the trail and half on the downhill side or "terracing" the slope with multiple shorter walls.
- Walls should be designed by a qualified professional and walls in excess of 4' high should be reviewed and approved by a qualified engineer.
- Where feasible, stacked-natural stone walls are preferred for aesthetics, although segmental retaining walls may be used (see image).
- Where stone is not feasible, or where feature wall surfaces are desired, they can be faced with a natural appearing stone façade such as Tennessee fieldstone.
- Protruding and sharp edges should be avoided and where this is not feasible, such as the ends of walls, blunt ends should be marked with "hazard" demarcation panels per the Manual of Uniform Traffic Control Devices if they are within 30" of the edge of the trail.
- Walls can be constructed of concrete, anchored block system, stone or other appropriate material.
- Where retaining walls are required but facing will not be seen from the trail, standard block walls can be used for cost savings.

MORTARED GRANITE STONE

Recommended Application

Used as the standard stone for retaining walls

TENNESSEE FIELDSTONE

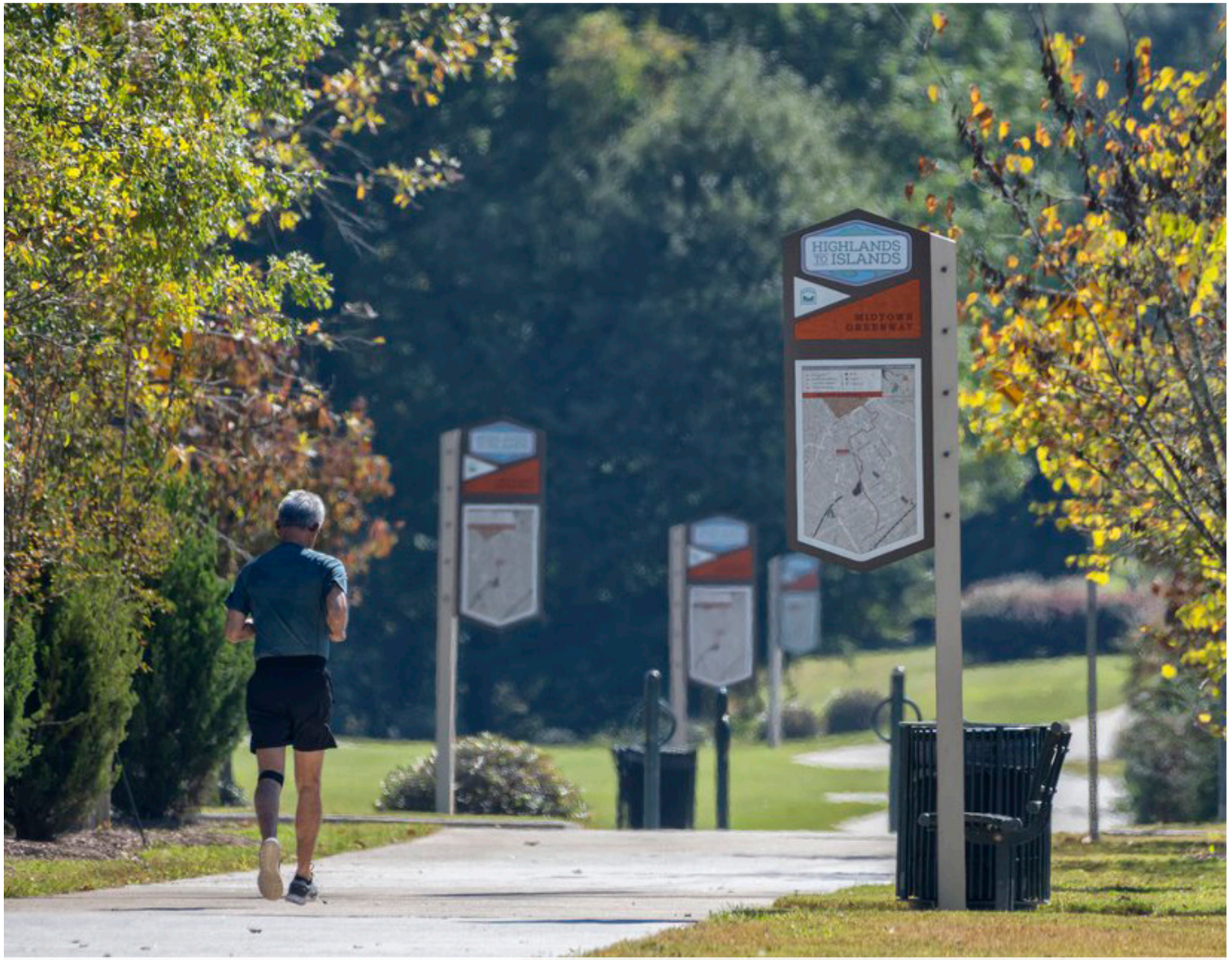
Recommended Application

Used for retaining walls in specialty areas

4 | Fit and Finish

OVERVIEW

The following section contains guidance and recommended furnishings and amenities for the Highlands to Islands Trail network. Each amenity category has detailed guidance on placement and typical applications. Recommended products and manufacturers are also provided for each amenity. The proposed manufacturers and products were chosen based on feasibility, maintenance and the County and City's desired aesthetic.



The Highlands to Islands Trail
Source: Gainesville Times

SEATING

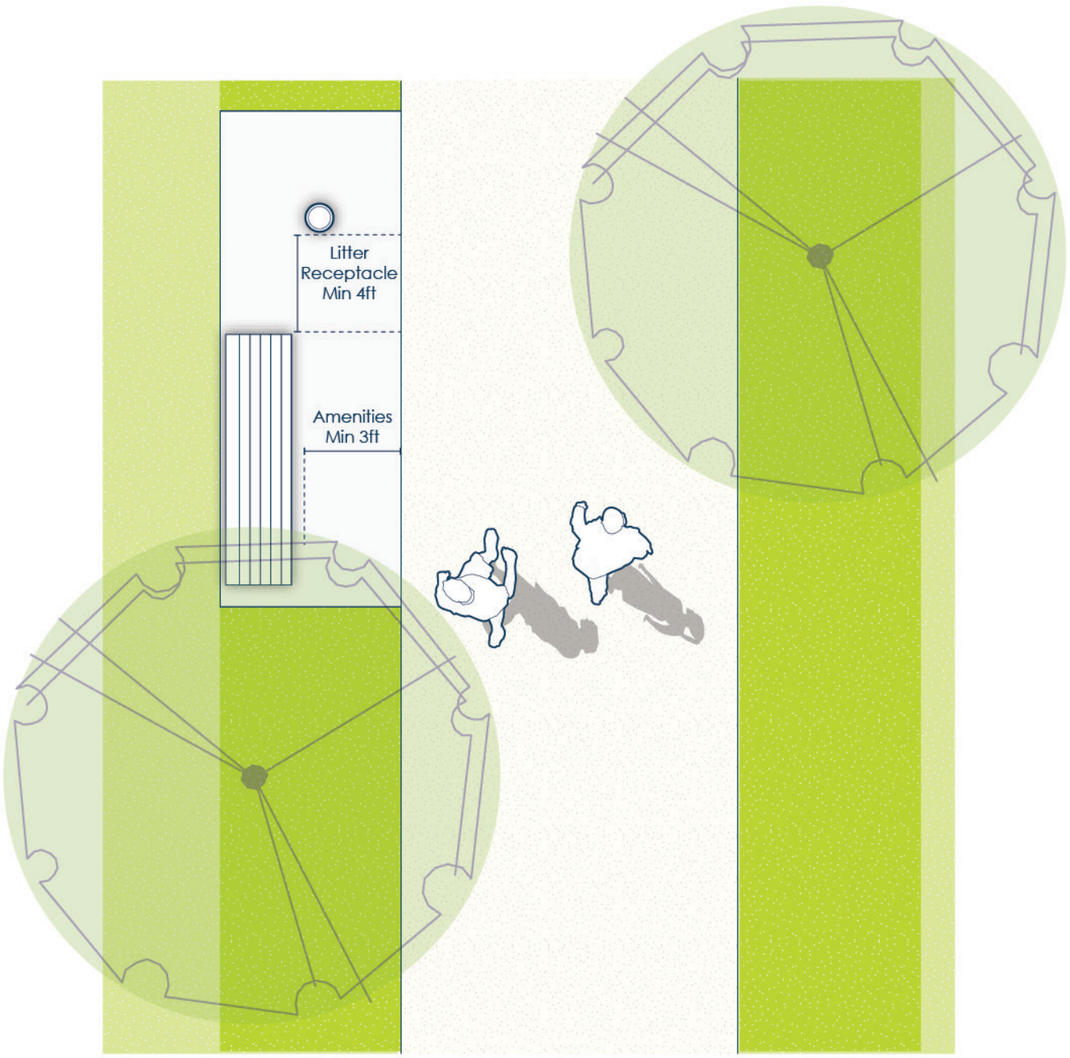
DESCRIPTION

Seating along trails provides a place for trail users to rest, congregate, contemplate, or people-watch along trails and throughout the trail system. Benches can be designed to create identity in a place or along the trail or be strictly utilitarian. Picnic tables provide places for trail users to congregate for meals or to just relax.

GUIDELINES

- Locate benches at all gateways, trailheads, picnic areas and at regular intervals along the trail.
- Locate all seating (and other site furniture) a minimum of 3' from the edge of the trail.
- Swing benches should be located a minimum of 10' from the edge of the trail.
- Locate benches a minimum of 4' from restrooms, phone booths and drinking fountains and a minimum of 2' from trash receptacles, light poles and sign posts.
- Seating should be placed in shaded area, especially where there is minimal shade available.
- Drainage should slope away from the bench and the trail.

TYPICAL DETAIL



RECOMMENDED SEATING OPTION
(CURRENTLY IN USE)

FS-50 BENCH

Manufacturer:

Victor Stanley

Dimensions:

H (32.375") L (4', 6', and 8') D (23.75")

Mounting:

Surface mount or In-ground mount

Materials and Finish:

- Horizontal steel rod tubing and steel rod seating

- All metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings

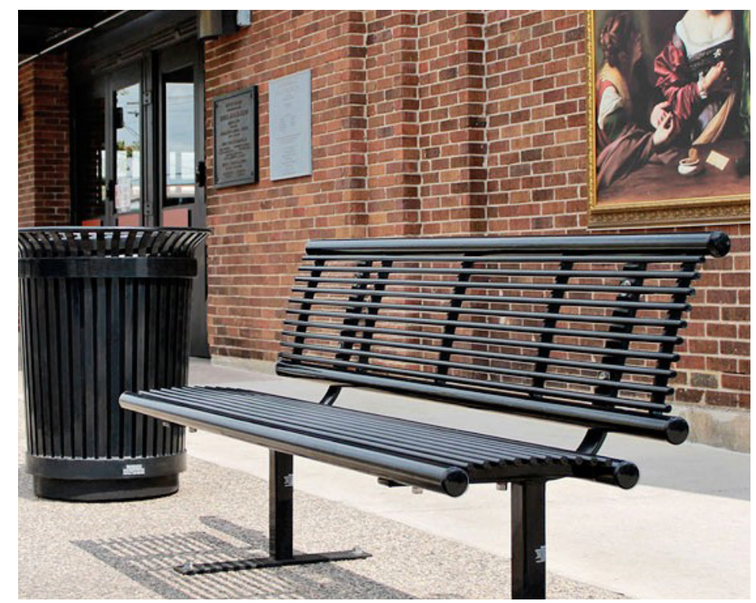
Options:

- Multiple bench lengths are available upon request (4', 6', 8')

- Skateboard guards can be added

Recommended Powdercoat Finishes

[redacted]



FS-50 Bench
Source (All Images): Victor Stanley

DASH BENCH

Manufacturer:

Forms + Surfaces

Dimensions:

H (18") W (72") D (20.5")

Mounting:

Surface (Mounted with tamper resistant anchor bolts)

Materials and Finish:

- TENSL Ultra High Performance Concrete (UHPC) with an aluminum frame

- Various powder coat finishes are available

Options:

- Custom powder coat colors can be created upon request

Recommended Powdercoat Finishes

Dash Bench

Source (All Images): Forms + Surfaces

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BIKE PARKING

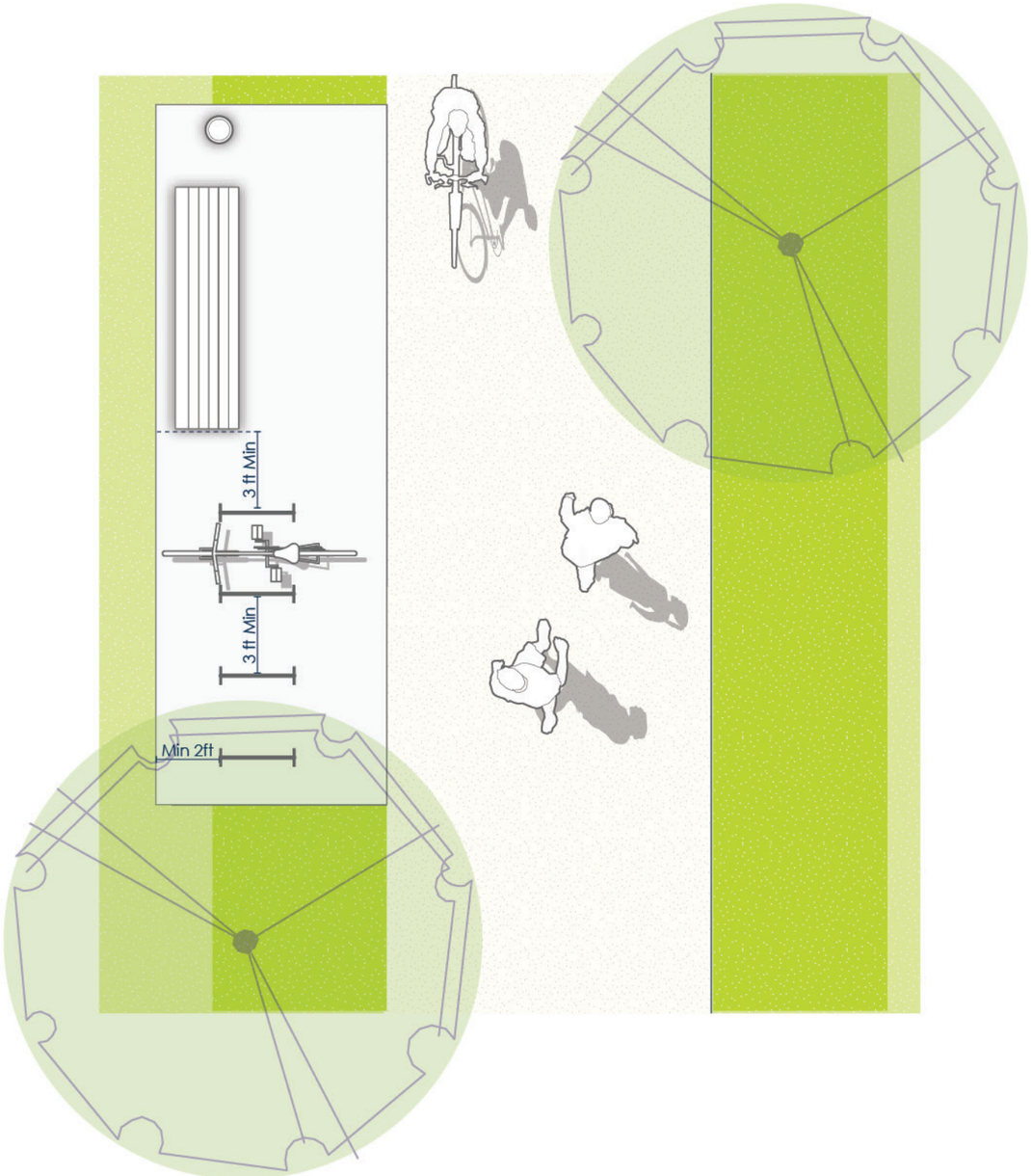
DESCRIPTION

Short-term bicycle parking is meant to accommodate users departing in two hours or less. In places where bicyclists will want to leave their bikes for significantly longer, it may be appropriate to provide long-term storage in the form of bicycle shelters or Secure Parking Areas (SPAs). Racks should be placed adjacent to comfort stations, visitor centers, seating areas, and be weather protected where possible. The Association for Pedestrian and Bicycle Professionals (APBP) provides standards for bike rack design, spacing, and placement. Local, state, and federal codes should be consulted for additional count requirements and installation regulations.

GUIDELINES

- In urban settings: 2' minimum from the curb face to avoid 'dooring.'
- As close to destinations as feasibly possible; 50' maximum distance from main building entrance.
- Minimum clear distance of 6' should be provided between the bicycle rack and a property line.
- Should be highly visible from adjacent bicycle routes and pedestrian traffic.
- Locate racks in areas that cyclists are most likely to travel.
- Provide racks that support the frame in at least two places such as a U-shape, arch, hoop, or other single form.
- Finish should be matte black or silver.

TYPICAL DETAIL



RECOMMENDED BIKE PARKING

LOOP BIKE RACK

Manufacturer:

Landscape Forms

Dimensions:

H (31") W (36") D (14")

Mounting:

Embedded

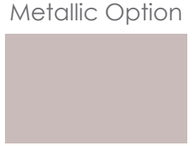
Materials and Finish:

- Aluminum casted frame
- All metal parts are finished with Landscape Forms' propriety Pangard II polyester powder coat, a hard yet flexible finish that resists rusting, chipping, peeling, and fading.
- Various powder coat finishes are available in a gloss, metallic, or low sheen finish

Recommended Powdercoat Finishes

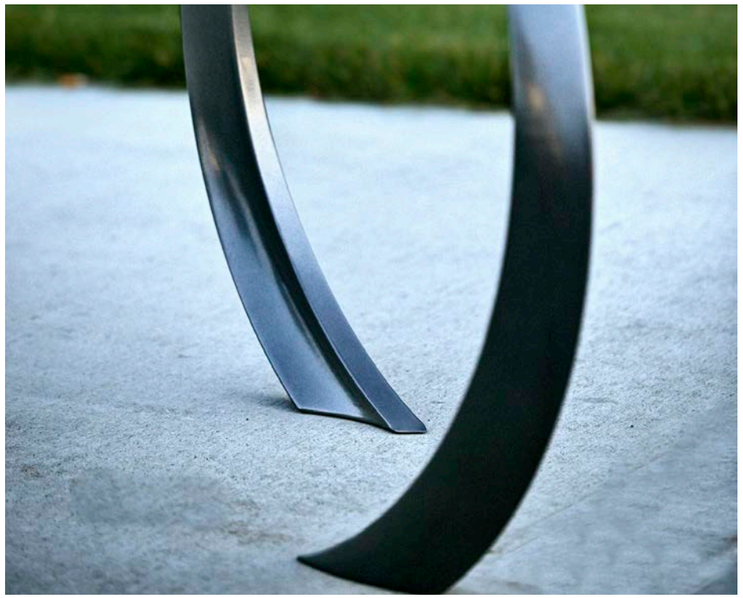
Gloss Option

Metallic Option



Loop Bike Rack

Source (All Images): Landscape Forms



OLYMPIA BIKE RACK

Manufacturer:

Forms + Surfaces

Dimensions:

H (35 1/2") W (7") D (3")

Mounting:

Surface

Materials and Finish:

- Corrosion-resistant cast aluminum with a powder coat finish
- Various powder coat finishes are available

Options:

- The U-lock design allows for various bike parking configurations

Recommended Powdercoat Finishes

Olympia Bike Rack

Source (All Images): Form + Surfaces

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TRASH RECEPTACLES

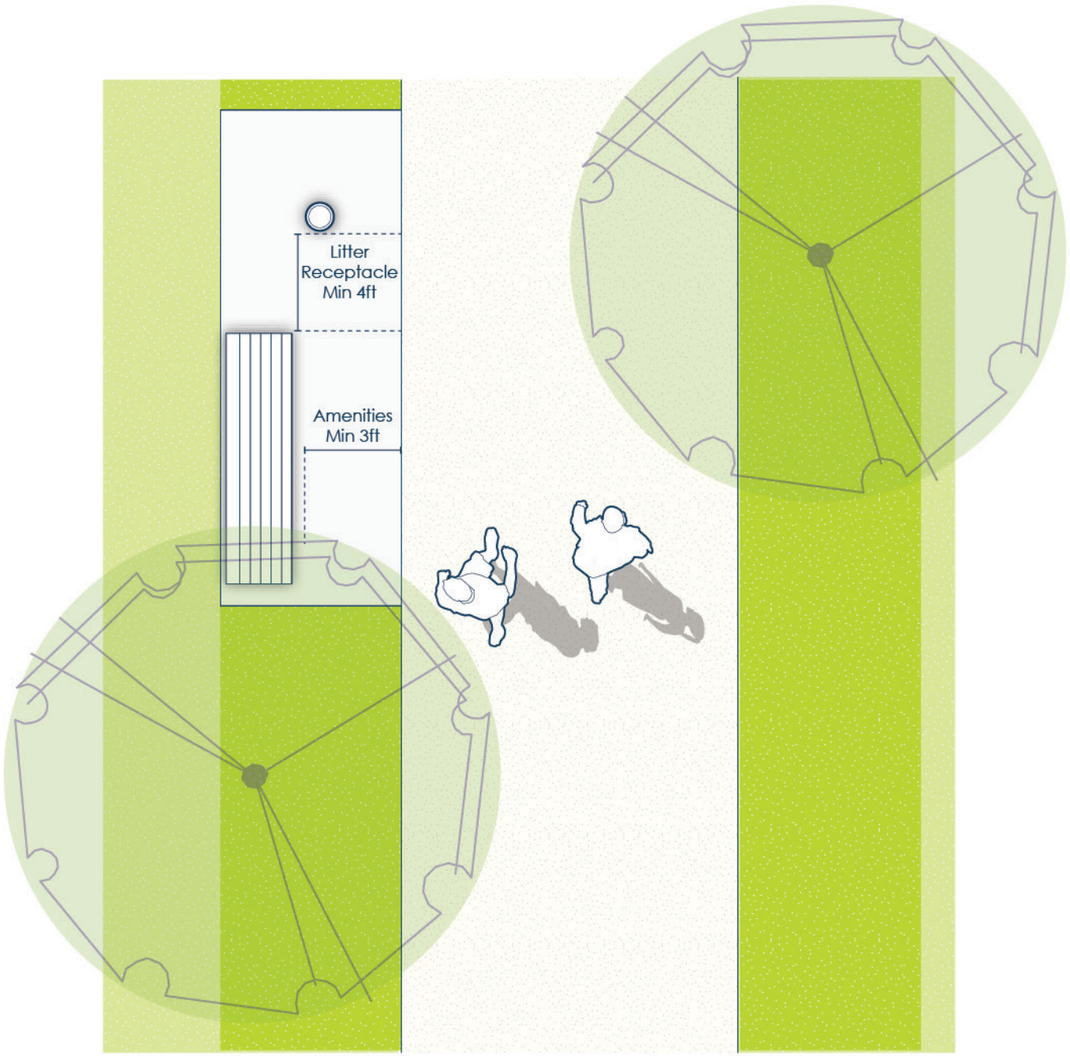
DESCRIPTION

Trash and recycle receptacles provide for proper maintenance and appearance of the trail system. Trash and recycle receptacles should be placed at gateways, rest stops or comfort stations, concession facilities, or area where users might stop to drink and eat.

GUIDELINES

- Locate receptacles at each trailhead and each seating area (1 per every 1 picnic table, 1 per every 2 benches).
- Locate receptacles a minimum of 4' from edge of trail.
- Placement of other receptacles will depend upon the location of concessions, facilities and areas of group activities.
- Receptacles should be selected using the following criteria:
  - Expected trash amount
  - Maintenance program requirements
  - Types of trail users
  - Durability

TYPICAL DETAIL



RECOMMENDED TRASH RECEPTACLE OPTION

(CURRENTLY IN USE)

HA SERIES SINGLE TRASH ENCLOSURE (MODEL HA-P)

Manufacturer:

Bearsaver

Dimensions:

H (46") W(24") L(24")

Materials and Finish:

- Housing and doors are made from corrosion resistant steel with a 40 gallon rigid liner
- Textured powder coat finish that is resistant to humidity, salt spray, fog, ultraviolet rays, abrasion and chemicals
- Various powder coat finishes are available (Fir Green finish is currently being used on the Chicopee Trail)
- ADA Compliant

Options:

- Labels can be placed on top lid (i.e. Trash, Recycling)

Recommended Powdercoat Finishes

HA Series Single Trash Enclosure
Source (All Images): Bearsaver

CHANDLER RECEPTACLE

Manufacturer:

Thomas Steele

Dimensions:

H (40 3/4") Dia (24 1/8")

Materials and Finish:

- Frame and siding is constructed of carbon structural steel flat bars

- Use e-coating with an epoxy resin water-based paint that produces highly durable coating

- Various powder coat finishes are available

Options:

- Has an optional door and side opening feature

Recommended Powdercoat Finishes

[redacted]

Chandler Receptacle

Source (All Images): Thomas Steele

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DRINKING FOUNTAIN AND BOTTLE FILLER

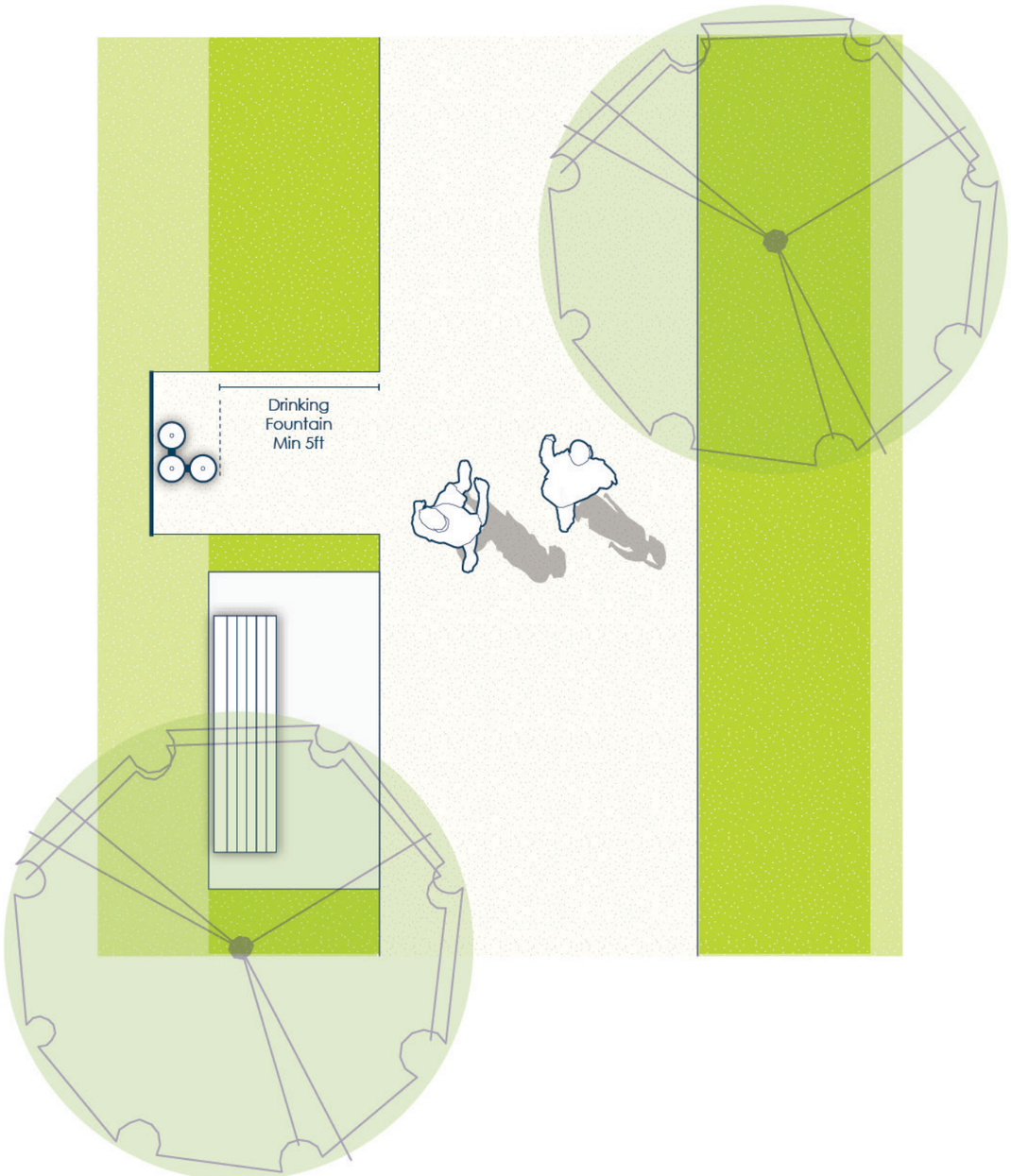
DESCRIPTION

Access to drinking water is crucial to safety and trail enjoyment for multiple user types. Sources of potable water should be identified along the trail alignment with spacing of five miles or less. If access points are more than five miles apart, signs should be placed at potable water access points to indicate distance to the next source.

GUIDELINES

- Locate drinking fountains at least 5' from trail edge.
- Standard, accessible, and dog height bowls should be installed to accommodate all trail users.
- Drinking fountains should be placed on a well drained surface (for example: 2% sloped concrete slab, with 3 in gravel strip to prevent erosion)
- Consider the use of durable and vandalism-resistant materials such as steel, or stone.
- Ensure the use of "auto off" features to prevent waste, bowl overflow, and open lines.
- Include hose bib connections for maintenance purposes.
- Schedule regular inspections to monitor leaks, clogged drains, cracked pipes, and vandalism

TYPICAL DETAIL



RECOMMENDED DRINKING FOUNTAIN

BOTTLE FILLING STATION, BI-LEVEL FOUNTAIN AND PET STATION

Manufacturer:

Global Industrial

Dimensions:

H (60 1/4") W (47 3/4") D (10 1/4")

Mounting:

Surface

Materials and Finish:

- Marine-grade 316 stainless steel prevents corrosion
- Vandal resistant bubblers (water spout) with hood guards
- 4 color finishes are available (Silver, Green, Black, and Blue)

Recommended Powdercoat Finishes

[redacted]

Bottle Filling Station

Source (All Images): Global Industrial

BIKE REPAIR STATION

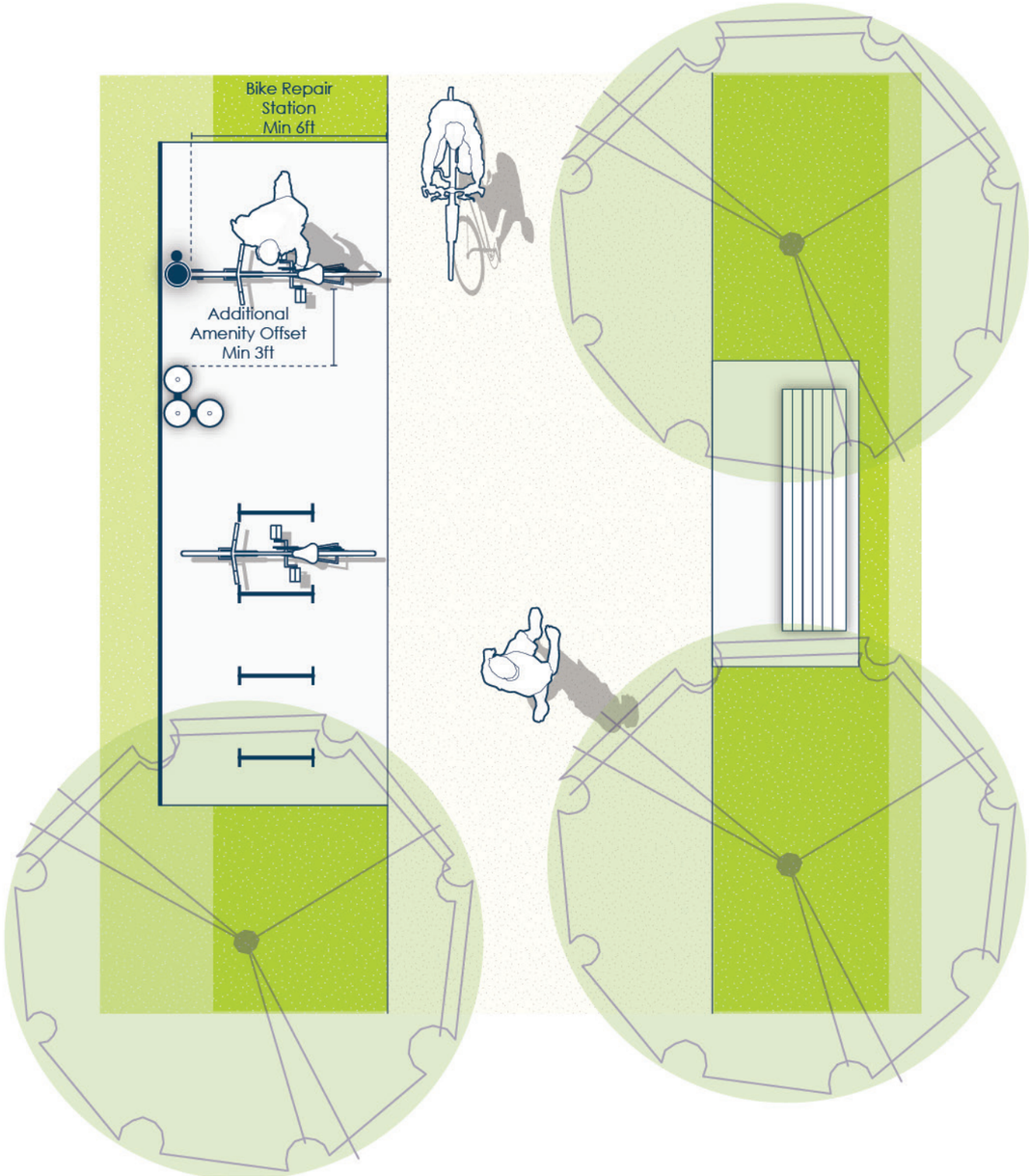
DESCRIPTION

Bicycle repair stations are self-serve kiosks designed to offer a complete set of tools necessary for routine bicycle maintenance. Popular locations include gateways, trailheads, plazas, farmer's markets, and any public center of activity that is well monitored and easily accessible by foot or bicycle.

GUIDELINES

- Group with other amenities in areas such as trailheads, parking lots, public spaces, and major trail intersections.
- Bicycle repair stations should be at least 6' from trail edge to allow room to repair bicycles.
- Stations should be secured to a durable pad, such as concrete.
- Bicycle repair station tools are secured by high security cables, but will still be an attractive target for theft. Proper placement of kiosks in areas of high activity is one key strategy to reduce potential vandalism.

TYPICAL DETAIL



RECOMMENDED BIKE REPAIR

BIKE FIX-IT STATION

Manufacturer:

Dero

Dimensions:

Body (6 X 3/16" Tube)

Bike Hanger (1.5" sch. 40 Pipe, 1/4" Plate)

Foot (5/32" Stainless Steel Cable)

Materials and Finish:

- Hot-dipped galvanized or stainless steel finish is available
- Various powder coat finishes are available

Options:

- Custom powder coat colors can be created upon request

Recommended Powdercoat Finishes

[redacted]

Bike Fix-it Station
Source: Dero

Bike Fix-it Station
Source: Dero

Bike Fix-it Station
Source: The Birkshire Edge

BOLLARDS

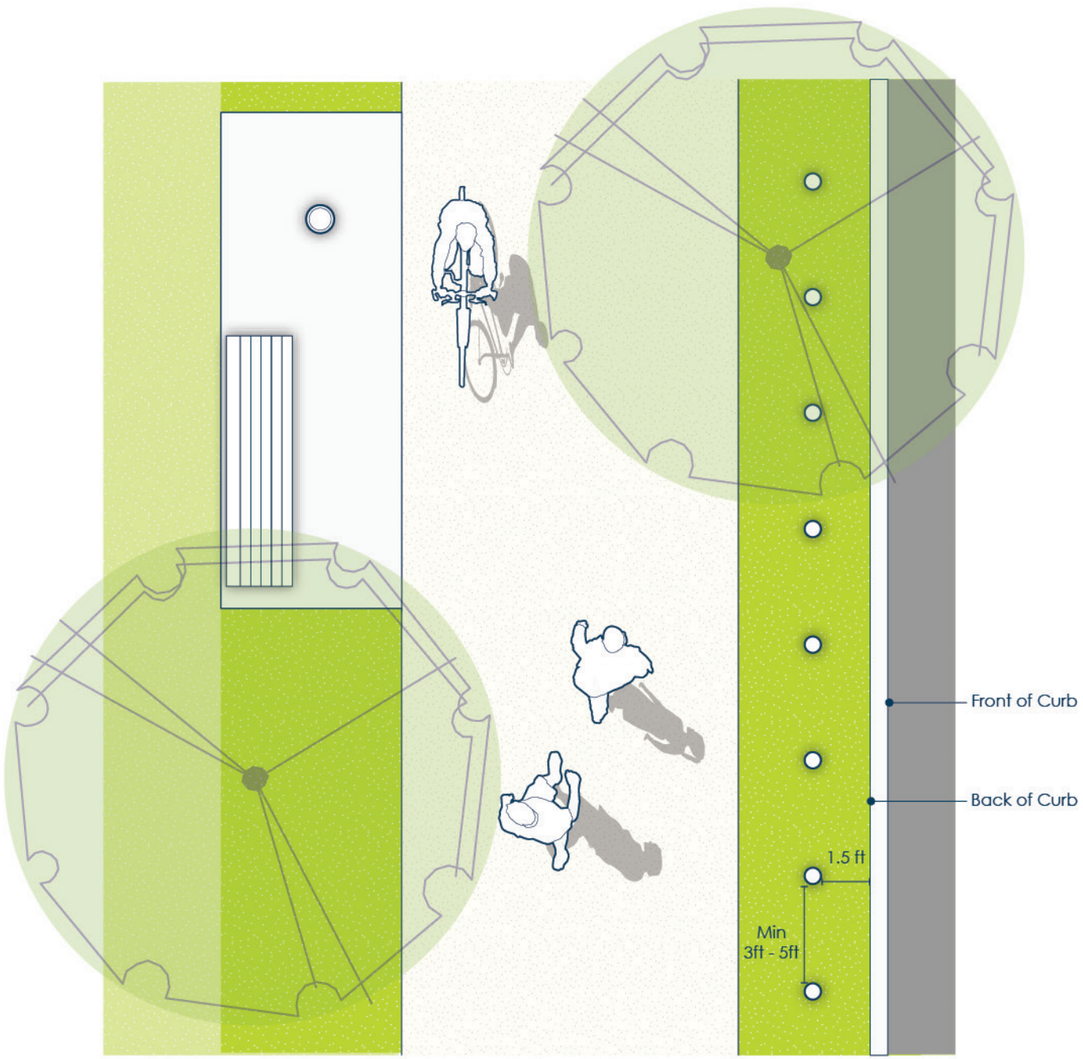
DESCRIPTION

Bollards are physical barriers designed to restrict motor vehicle access multi-use paths and other pedestrian spaces. Bollards can be used to provide additional lighting for pedestrians if they are manufactured with a light feature.

GUIDELINES

- Bollards should be 30" - 40" in height to achieve visibility
- Bollards should be placed at least 3' from pedestrian flow of traffic and 18" from back-of-curb.
- Bollards must be visible and include either retro-reflective surface or lighting elements
- Can be applied for full block segments or at key locations (i.e., shared streets between parking and sidewalk)
- Decorative bollards can be placed at locations at unique pedestrian designated spaces

TYPICAL DETAIL



RECOMMENDED BOLLARD

LIGHT COLUMN BOLLARD

Manufacturer:

Forms + Surfaces

Dimensions:

Series 500 I Dia (5") x H (45")

Series 600 I Dia (6") x H (45")

Mounting:

Surface or Embedded

Materials and Finish:

- Stainless steel column with 1/2" thick stainless steel base plate
- White-frosted acrylic lens that protects custom LED light engine
- Ceramiloc surface treatment applied for enhanced protection from weather and graffiti

Options:

- Various shield designs are available

Recommended Powdercoat Finishes

Light Column Bollard

Source (All Images): Form + Surfaces

LIGHTING

DESCRIPTION

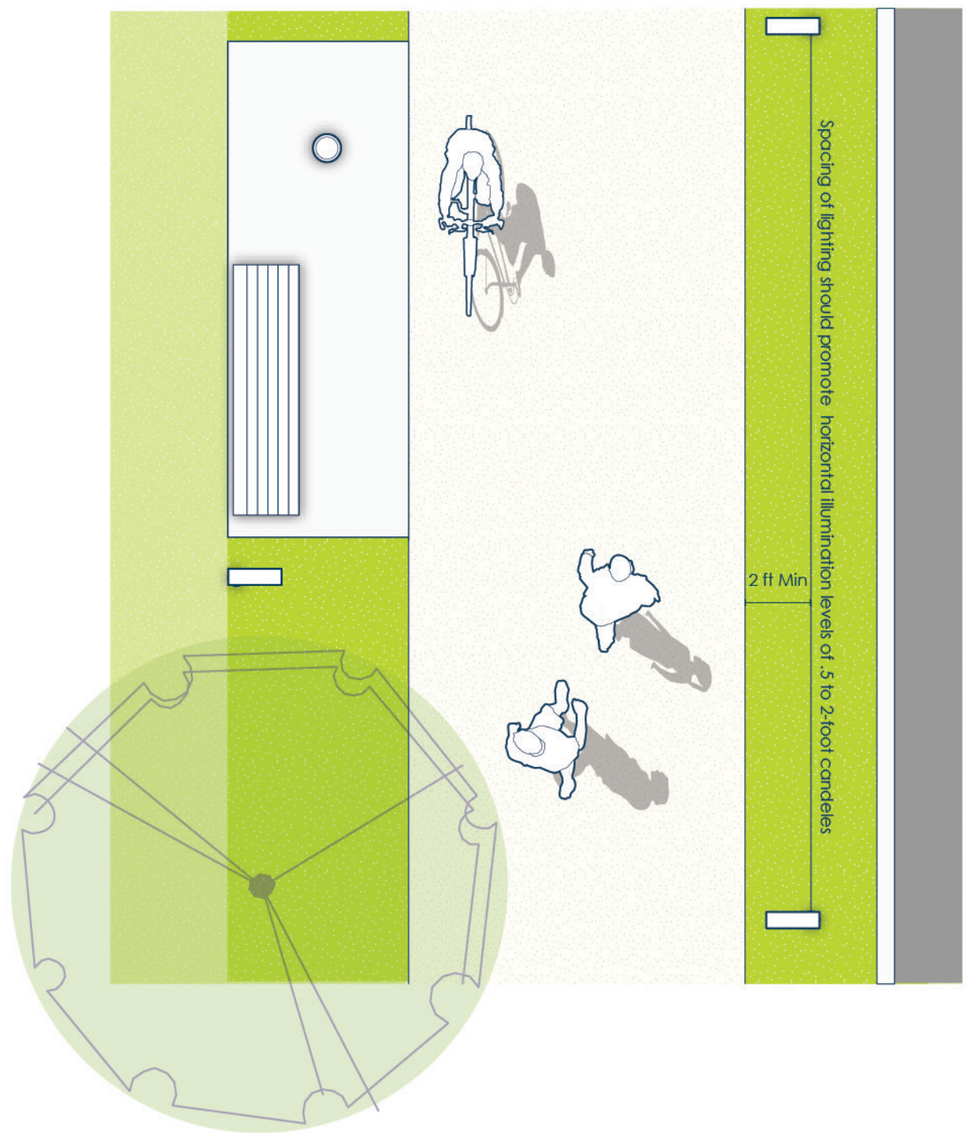
Lighting for trails should be analyzed per segment context with full consideration for safety needs, sensitive habitats, trail function, and maintenance commitments. In general, lighting is not appropriate for trails in remote areas, trails with low use, or where there is little to no development.

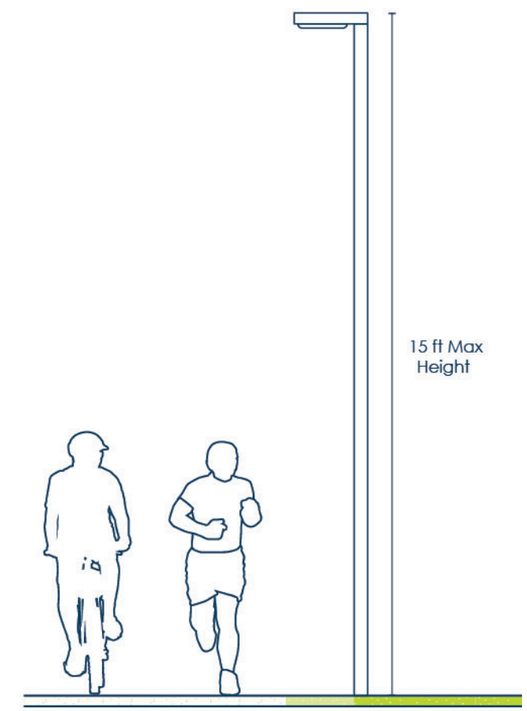
Street lighting can improve visibility of the crossing and trail users for motorists. Lighting may also be necessary for day-time use in trail tunnels and underpasses.

GUIDELINES

- Lighting should be at pedestrian scale. Placement, spacing, and other finish specifications depends on the fixture and optics.
- Place lighting at decision points and areas of interest, such as street crossings, intersections with other trails, trail spurs, and near commercial and mixed-use developments.
- Consider CPTED principles whenever lighting is introduced, such as color rendering, dimly lit "hiding places" and abstracted illumination.
- Lighting should avoid trees and be placed outside of canopy edge at all times.
- Solar powered lighting is available where utility connection is difficult or when alternative energy sources are desired. Daylight hours should be analyzed per season prior to specifying solar lighting.
- Avoid light fixtures at eye level that could impair visibility.
- Dependent upon trail hours, consider uses in urban and/or commercial land use areas.

TYPICAL DETAIL





RECOMMENDED LIGHTING

RAMA AREA LIGHT

Manufacturer:

Landscape Forms

Dimensions:

LED Housing I H (2 1/8") W (36 3/4") D (7 5/8")

Pole I H (Recommended 14.7') Dia. (5")

Materials and Finish:

- Pole and LED housing frame is aluminum casting
- LED housing frame can be powdercoat finished
- Various powder coat finishes are available

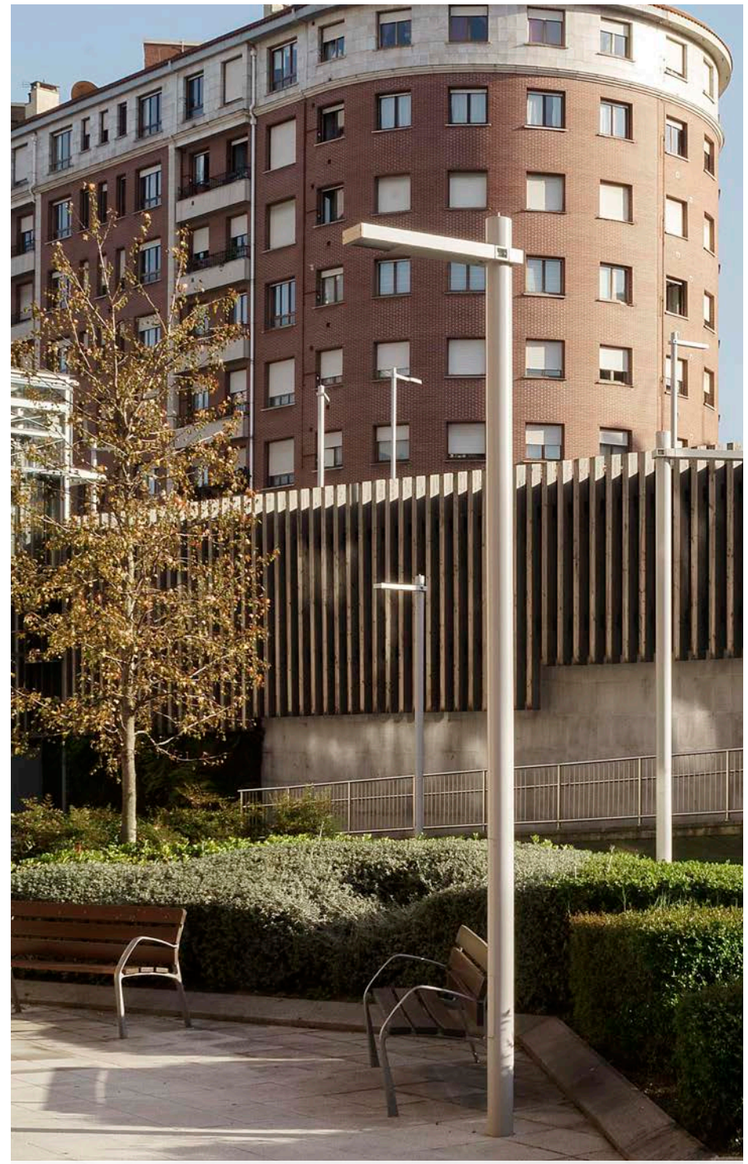
Options:

Three luminaire mounting options are available:

Single Mount | Double Mount | Tenon Retrofit Mount

Recommended Powdercoat Finishes

Gloss Option



Rama Area Light

Source (All Images): Landscape Forms

ALCOTT AREA LIGHT

Manufacturer:

Landscape Forms

Dimensions:

LED Housing I H (2 1/8") W (36 3/4") D (7 5/8")

Pole I H (Recommended 14')

Materials and Finish:

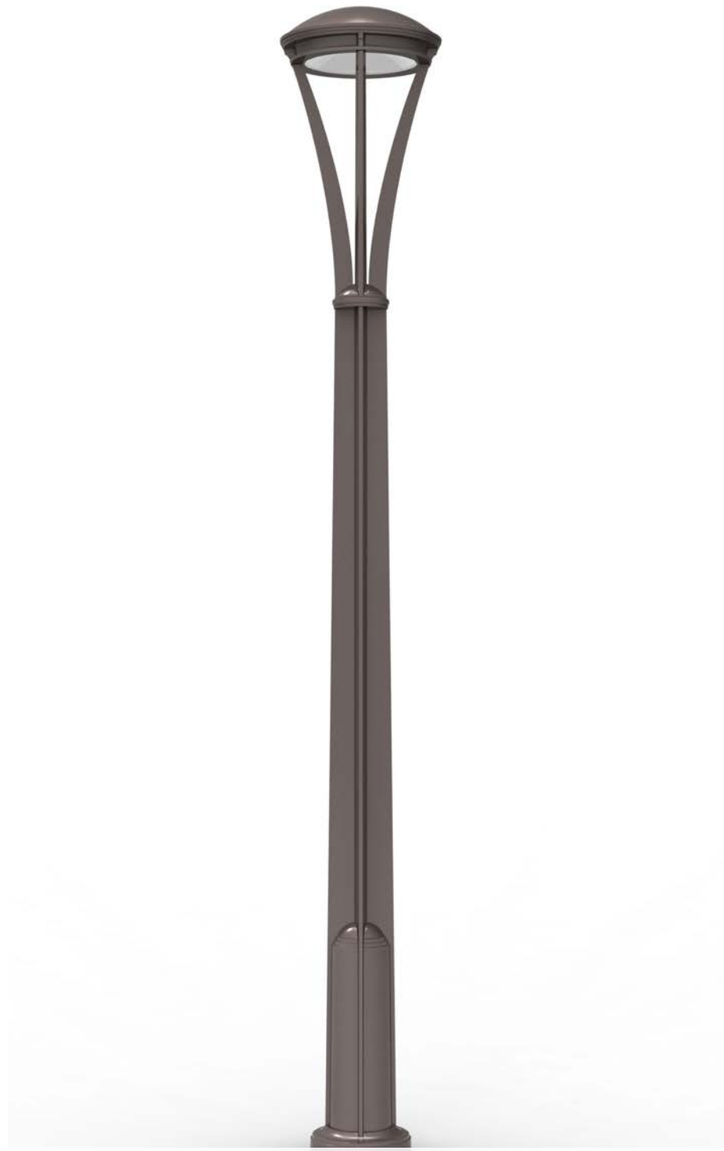
- Pole and LED housing frame is aluminum casting

- All metal parts are finished with Landscape Forms' propriety Pangard II polyester powder coat, a hard yet flexible finish that resists rusting, chipping, peeling, and fading.

- Various powder coat finishes are available

Recommended Powdercoat Finishes
Gloss Option

[redacted]



Alcott Area Light
Source (All Images): Landscape Forms

SECURITY CAMERAS

DESCRIPTION

In order to enhance safety, security cameras can be placed along the trail. Security cameras can be placed to complement other design measures that create sense of safety along the trail. Security cameras should consider all required operational, maintenance, and coordination requirements prior.

GUIDELINES

- Cameras can be mounted on existing light posts
- If new poles are being installed for security cameras, they should be placed 2' from the trail (behind the 2' shoulder)
- When placing the camera, consider all variables that may effect the view that the camera will have: pole positions, field of view, blind spots, and detection scene

Security camera along trail
Source: Alta Planning + Design

Axis Q-6074-E PTZ Outdoor Network Camera
Source: Axis Communications

Pole mount for outdoor security camera
Source: Verkada

HANDRAILS AND GUARDRAILS

DESCRIPTION

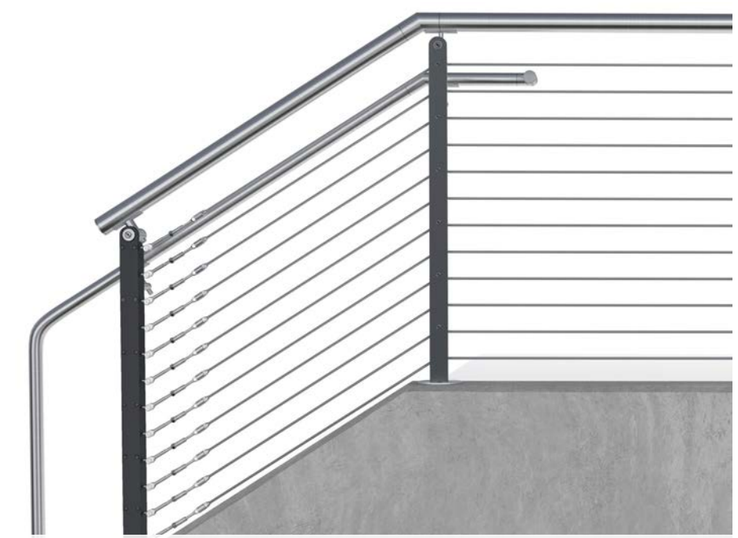
Handrails and guardrails are safety barriers that serve several functions depending on the situation. A "handrail", for example, is primarily a safety device intended to protect trail users from a potential hazardous condition including keeping small children and toddlers from slipping through the railing.

A "guardrail" primarily serves to protect bicyclists, roller skaters and other higher speed wheeled users from a hazardous situation. In some instances, such as above a vegetated embankment where the threat of impact is minimal the railing may be lower in height. Where the threat of impact is substantial, such as over a highway, the rail would be higher. (Heights are determined per national published bicycle design standards.) In many cases, particularly where the drop off is more hazardous, the safety barrier serves both a handrail and guardrail function.

GUIDELINES

- For handrails, if there is a drop-off in excess of 18" or other hazard, openings on the rail should not pass a 4" sphere (confirm with local codes).
- A guardrail should withstand a 250 lb. load with 1/2" deflection with a w=50 pound per linear foot transverse and vertical load capacity.
- Rails should not present sharp or protruding edges and ends should be flanged and marked with MUTCD-specified hazard panels to reduce the chance of injury from collision.
- Handrails should conform to local and national building codes.
- Guardrails and guardrail/handrail combinations should conform to the specified minimum heights per the AASHTO Guide to The Development of Bicycle Facilities and other local and state standards—ranging from 42" to 54" depending on the situation.
- Where bicycle traffic will be present, an off-set "rub rail" should be provided to prevent entanglement of bicycles with the railing structure. Rub-rail is optional on overlooks, or pull-offs out of main stream of bike traffic.
- There should be a minimum clear-zone (typically 10') between the insides of the railings when rail is on both sides of the trail.
- Structures should be durable and affordable to build and maintain, such as weathered steel or powder coated steel.
- Aesthetic designs should conform to overall branding standards including consistent selection of materials and colors per each character district.

Wood cable railing along Logan Lake Boardwalk
Source: PermaTrak



A cable railing and guardrail combination
Source: VIVA Railings

RECOMMENDED RAILING
(URBAN CONTEXT)

STAINLESS ROUND CABLE RAILING

Manufacturer:

Stainless Cable & Railing

Dimensions:

H (36") L (Varies)

Mounting:

Surface or Core

Materials and Finish:

- Marine grade stainless steel round terminal posts and (1/8" or 3/16") cable infill

Options:

- Top rail can be stainless steel rod or wood

- Sold as kits. (max length is 37ft kit)

Stainless steel round cable railing
Source (All Images): Stainless Cable & Railing

RECOMMENDED RAILING
(RURAL CONTEXT)

WOOD RAILING SYSTEM

Manufacturer:

Stainless Cable & Railing

Dimensions:

H (36") L (Varies)

Mounting:

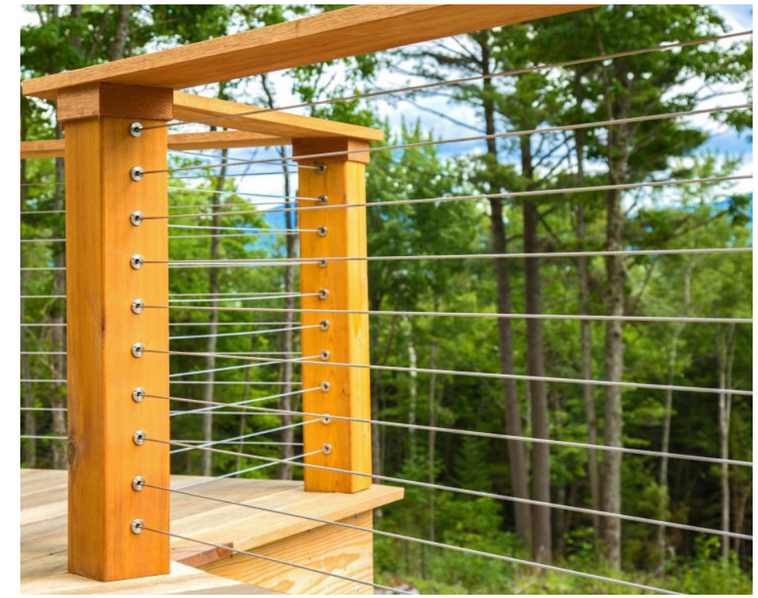
Surface or Core

Materials and Finish:

- 4x4 IPE terminal wood post and (1/8" or 3/16") cable infill
- IPE wood is very durable and is not susceptible to insects, mold, rot, decay, and fire

Options:

- Four wood species for posts are available (IPE Brazillian Walnut, Balau Mahogany, Western Red Cedar, Alaskan Yellow Cedar)
- Wood or composite option for top rail



Stainless steel round cable railing
Source (All Images): Stainless Cable & Railing

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BOARDWALKS

DESCRIPTION

Boardwalks are elevated structures that allow the trail to pass through or over wetlands, water bodies, unstable soils, and other sensitive areas. Depending on conditions and other trail planning considerations, boardwalks may be only a few inches off the ground or several feet or more above the surface. Low decks may have no defined edge or a curb, with deck surface 30" or more off the ground surface or where a hazard is present will have a safety railing.

GUIDELINES

- Boardwalks have a clear unobstructed width (inside of curb or handrails) and should match or exceed the specified widths of the trails they serve. In some instances, however, there may be a transition area to allow tapering to interface the trail with the boardwalk while meeting safety standards.
- Sustainable design techniques are used to minimize adverse impacts or intrusion of the structure on the environment during both construction and use.
- Hand railing heights meet local and national code standards for the anticipated use including heights specified in the AASHTO Guide to the Development of Bicycle Facilities. Provide a minimum 42" high for low drops and 54" for high drop offs. Railings are designed to protect small children with appropriate minimal gaps where conditions dictate.
- Use resilient materials with low maintenance. Concrete decking and steel or cable railing is preferred. Decking may be composite material or concrete for long term maintenance and resiliency.
- Boardwalk design and materials should fit with the branding and furnishing styles of the various character districts of the Highlands to Islands Trail.
- Opportunities exist to build seating and signage into boardwalks
- Wetland plants and natural ecological function to be undisturbed

PRECAST BOARDWALK SYSTEM

Manufacturer:

PermaTrak

Dimensions:

Treads I W(3'9" Min -15'4" Max)

Beams I L (20' Max)

Abutments I W (3'9")

Piers I (H 18")*

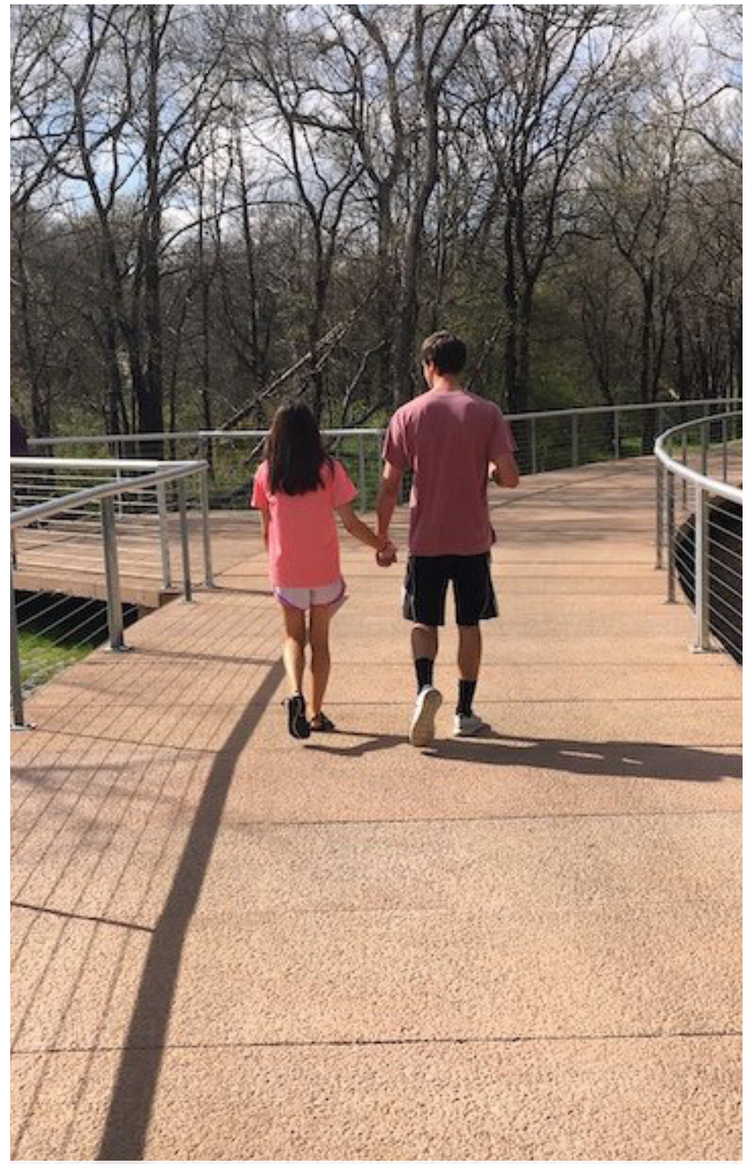
*Pier consist of precast base, riser, and cap. The heights of each component are 6" nominal

Materials and Finish:

- The concrete treads can be made in various colors and textures

Options:

- The boardwalk system is designed to work with various types of railings and curbs



Boardwalk on Walnut Creek Trail
Source: PermaTrak

SHADE STRUCTURES

DESCRIPTION

Whether it be protection from the rain or a place to rest during a sunny day, shade structures and shelters create comfort and protection for all trail users. Shade structures should be sensitive to context and designed to integrate with intended function of the site and trail user needs. All structures will require approval from jurisdiction staff and should include little to no maintenance.

GUIDELINES

- The orientation of structures should be considered to provide maximum protection from elements.
- Can be placed in any setting (grass, concrete, asphalt, etc) with considerations for ADA access to and into the structure.
- Plants may be incorporated into the design of the structures especially where they can provide additional user benefits (vines or greenwall for cooling effect). Plant material should be context sensitive and low maintenance.
- Structures should not impede bicycle and/or pedestrian movement and shall be located adjacent to the trail (not within the travelway).
- Structures should not block viewsheds of historic, natural, or cultural elements.
- Structures should incorporate other amenities, especially benches and picnic tables.
- Colors should fit into a natural setting and not be bright oranges, pinks, blues, etc.
- Provide shade structures, particularly where mature trees are not available to provide shade.
- Appropriate shade tolerant grasses should be used under shade structures when grass is desired underneath.

Sculptural sun shade in Las Vegas
Source: Alta Planning + Design

Shade sails provide spatial flexibility and color options
Source: City of Webster

Hyperbolic shade at Park
Source: Awnings NH

RECOMMENDED SHADE STRUCTURES

HYPERBOLIC SHADE SAIL

Manufacturer:

Superior Shade / KorKat

Dimensions:

- Offer standard heights of 8', 10', and 12'

- Dimensions vary based on design

Mounting:

Surface or Embedded

Materials and Finish:

Fabric

- UV stabilized cloth and high-density polyethylene material

- Minimum fading after 6 years (3 years for red and yellow color)

Steel Tubing

- Galvanized steel tubing

- Various powder coat finishes are available

Recommended Fabric Color

Hyperbolic shade sail at University of West Georgia Campus

Source (All Images): Superior Shade

WAYSIDES AND OVERLOOKS

DESCRIPTION

Waysides and overlooks afford places to stop, rest, eat a snack, have a drink, take refuge from the sun or enjoy a view. These spots may also offer interpretive, cultural and wayfinding information as well as public art. Several kinds of rest areas could be provided including rest pads, larger rest areas, overlooks, and trail pavilions.

A larger wayside might include two or more benches and possibly a drinking fountain with a toilet facility nearby. A pavilion wayside might include a shelter and picnic table(s). An overlook is a special kind of rest area tied to a view of special interest. An overlook might include interpretive signage describing the area being viewed.

GUIDELINES

- All waysides and overlooks should be designed to move users and their bicycles off the main trail to eliminate any possible traffic hazard.
- Waysides and overlooks should be located in attractive, quiet, secure-feeling settings away from traffic noise and not close to private residences.
- Waysides and overlooks should be accessible per the ADA and should offer shade with either trees or a sun shelter.
- Rest areas, at least rest pads, should be located every 1/4 to 1/2 mile depending on grade.
- Larger waysides or overlooks should generally be located every one to two miles and should include a crushed stone or concrete pad with benches, a bike rack, informational signage, trash receptacle and drinking fountain.
- Larger rest areas and overlooks, especially those with trash receptacles should be readily accessible by maintenance vehicles.
- Consider storm shelters, sunshade structures and picnic shelters appropriately grounded for lightning.

Engine 209 Park serves as a rest area to the Midland Greenway segment of the Highlands to Islands Trail
Source: Tricia Terrell

Rest area along the Empire State Trail
Source: Empire State Trail

Morgan Falls Overlook
Source: The Urban Baboon

VEHICLE PARKING

DESCRIPTION

Vehicle parking provides spaces for trail users to load and unload bicycles, scooters, or wheelchairs. Vehicle parking can also be found at access points or trailheads that serve the local trails. Trail wayfinding, restrooms, and seating are also basic amenities that can be found at vehicle parking locations.

GUIDELINES

- Signage and wayfinding installation at existing parking areas that provide access to the trail. Provide signage that direct people to parking locations from major roads.
- Provide adequate accessible parking spaces.
- Provide parking stalls and lanes that accommodate loading and off-loading bicycles.
- If applicable, provide additional amenities ; benches, bicycle parking, bottle filling station, and trash receptacles.
- Utilize permeable surfaces for parking areas (i,e; gravel, porous asphalt, porous concrete, plastic reinforcement grid, and permeable pavers).
- Consider all vehicles that each parking location will potentially serve when designing the parking layout (i,e; automobile and trailers).
- If applicable, provide green infrastructure for stormwater manage.

SIGNING AND MARKING

DESCRIPTION

A path wayfinding system consists of comprehensive signing and/or pavement markings to guide users to their destinations along preferred routes.

TYPICAL APPLICATION

- Wayfinding signs will increase users' comfort and accessibility to the path system.
- Signage can serve both wayfinding and safety purposes including:
  - Help familiarize users with the path system.
  - Help users identify the best routes to destinations within bicycling, and golf-cart-trip distances or connections to other modes.
  - Help address mis-perceptions about time and distance.
  - Help overcome a "barrier to entry" for people who do not frequent the path system.

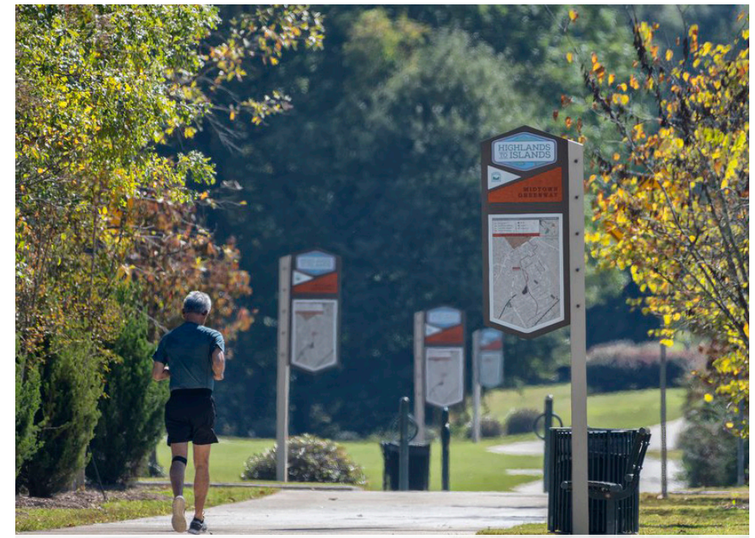
CENTERLINE MARKINGS

DESCRIPTION

Centerline striping can be used to delineate lanes for each direction of travel, or to indicate where it is unsafe to pass others on the trail. Under most conditions, centerline markings are not necessary. Centerline markings should only be used if necessary for clarifying user positioning or preferred operating procedure. Centerlines help communicate that in order to pass slower traffic, trail users must merge into a lane of opposing traffic. FHWA research suggests this results in more cautious passing maneuvers, but that it also depresses bicyclist level of service.

GUIDELINES

- Solid line indicates no passing, dashed line indicates lane placement.
- Trails with a high volume of bidirectional traffic should include a centerline. This can help communicate that users should expect traffic in both directions and encourage users to travel on the right and pass on the left.
- Where there is a sharp blind curve, painting a solid yellow line with directional arrows reduces the risk of head-on collisions.
- When striping is required, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.



Wayfinding signage on the Highlands to Islands Trail
Source: Gainesville Times

Centerline marking on paved trail
Source: Alta Planning + Design

WAYFINDING

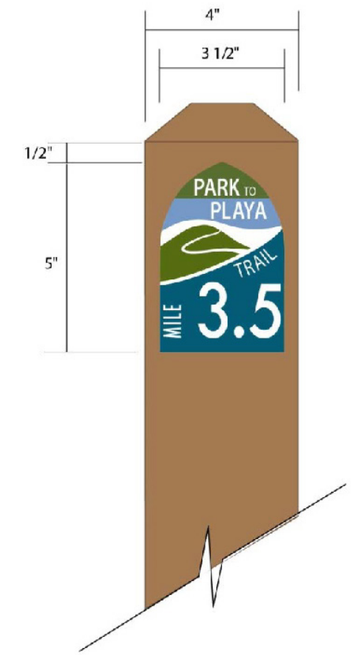
DESCRIPTION

The image on the right shows the Highlands to Islands Trail existing wayfinding signage. It was originally developed in March 2018. While the Highlands to Islands Trail has an existing wayfinding family, the addition of mile markers to the wayfinding family will enhance user navigation and experience on the trails.

MILE MARKERS

Function: Mile markers aid pathway users with measuring distance traveled. Also provide pathway managers and emergency response personnel points of reference to identify field issues such as maintenance needs or locations of emergency events. System brand mark, distance in whole number miles or decimal miles. Path name and jurisdiction may be included. Marking distance in miles may be achieved via physical sign elements or pavement markings.

Placement: They should be placed every ¼ to ½ mile along the pathway network. Point zero should begin at the southern and western-most terminus points of a pathway. Mile numbering should be reset at zero as a pathway crosses a jurisdictional boundary. Although it is ideal to place mile markers on the right hand side of the path facing bicycle traffic, they may also be installed on one side of a pathway, on a single post back-to-back.



TREE TRAIL INTERPRETIVE SIGNAGE

DESCRIPTION

The Tree Trail Interpretive Signage is a collection of storyboard signs that mark native tree species along a trail or greenway.

GUIDELINES

- The signs can be placed with the collaboration of the local Master Naturalists Program Volunteers and the Parks and Recreation Department.
- Signs can provide information on the historic, ecological, and economic importance of the marked tree species. It can also include the following:
  - Typical characteristics of the tree species (i,e; leaves, flowers and tree bark characteristics)
  - Height and spread of species
  - Pollinators and wildlife that the species attracts
- A QR Code can be placed on the sign to provide additional information or an audio recording of the information displayed on the sign.

A storyboard sign displaying information on the Paw Paw tree
Source: Master Woodsman

A Master Naturalist presenting signage information on the Bald Cypress
Source: Forsyth County News

TRAIL SAFETY EDUCATION CAMPAIGN

DESCRIPTION

Trail safety education campaigns are the most effective way to promote safety, discourage speeding and avoid incidents and conflicts on trails. These campaigns reinforce safety for all users by highlighting guidelines that all trail users are suggested to follow

GUIDELINES

- Endorse a trail etiquette initiative or campaign (i.e. Share The Trail)
- The most effective way to educate the public on the trail safety campaign, is through:
  - Branding: Create a logo that is associated with the campaign
  - In-person Promotion: Hold events that promote the campaign
  - Print and Online Promotion: Create flyers, ads, and brochures
- These campaigns generally highlight the following guidelines:
  - Use safe speeds
  - Keep right and pass left
  - Stand aside, if you are standing still
  - Mind your pets
  - Be alert
  - Keep the trail clean
- Place signage or pavement markings that reinforce these guidelines along the trail.
- Have "Share the Trail" information on trail and other associated websites.

"Share the Trail" signage
Source: Alta Planning + Design

"Share with Care" pavement marking
Source: Scott Hammond (Stuff)

"Share the Trail" ad on a bench
Source: Ryan Harvey Co.

ENTRY MONUMENTATION

DESCRIPTION

Monumentation consists of decorative structures that demark points of entry to the trail system— from a street, a trailhead/parking area or other entry to the trail. These may vary in size with larger structures for intermodal trailheads (with parking) and smaller structures for local access points. Monumentation should also include larger identity monuments—large structures, prominently located within sight of major roads and highways that provide a high level of visibility and help build community awareness of the Highlands to Islands Trail.

GUIDELINES

- Entry monumentation should be consistent with the aesthetic for each character district.
- Trail identity monuments should be provided at key locations along the Highlands to Islands Trail corridor. These should be clearly visible and recognizable from nearby major roadways.
- Intermodal entry monumentation should be clearly visible and recognizable from passing vehicles. Size and scale should vary based upon site and location conditions.
- At local access points, use monuments that are more modest than those at the intermodal entryways. Local access markers are lower key and should be compatible with local neighborhoods.
- Monuments may be placed on one or both sides of trail at both local access and intermodal entry points.

Wolf Creek Guide Monument
Source: Alta Planning + Design

Wolf Creek Guide Monument
Source: Alta Planning + Design

Entry Monument at Overton Park
Source: Alta Planning + Design

PUBLIC ART

DESCRIPTION

The Highlands to Islands Trail offers many opportunities for public art. Artists could be engaged in the design and installation of both free-standing art works as well as incorporating art into the design of furnishings, signage, branding, paving surfaces, and other infrastructure along the trail. Art might also be used for murals on building walls, bridge abutments or other structures.

GUIDELINES

- Public art is best utilized in urban and residential districts although more natural art displays can be used as appropriate.
- Generally, public art along a trail is most appropriate in association with infrastructural elements along or in association with the trail such as: bridges, underpasses, building walls, and on buildings.
- Artistic designs should be durable and maintainable.
- Art should not pose hazards to users.
- For infrastructure and furnishings, generally promote artistic design consistent with the character district branding scheme in color, shape form and texture.
- Where possible, local artists should be involved in the art selection and design process.
- Art may be used to delineate the three character districts, as well as cultural, community and neighborhood identity.

LANDSCAPE

DESCRIPTION

Native vegetation along the Highlands to Islands Trail provides visual interest as well as habitat for animals and insects that may use the trail corridor for migration or habitat. A primarily native plant palette should be used when feasible, and include layering for all seasons. Recommended plants include canopy trees, understory trees, shrubs, herbaceous plants, and groundcovers. Planting plans should consider local guidance for canopy goals, habitat creation, stormwater best practices, screening, disease resistance, avoidance of invasive species, and maintenance requirements.

GUIDELINES

- Planting should be used to provided a buffer between off-road sections of the trail and adjacent uses.
- Shade trees should be strategically placed near rest areas to provide shade to seating areas and other amenities.
- Soil and drainage conditions should be considered prior to final plant palette selection.
- Planting Plans should be designed by a Professional Landscape Architect registered in GA.
- Trees used around seating areas should be have minimal leaf, fruit, and flower litter.
- Appropriate shade tolerant grasses should be used under shade structures when grass is desired underneath.

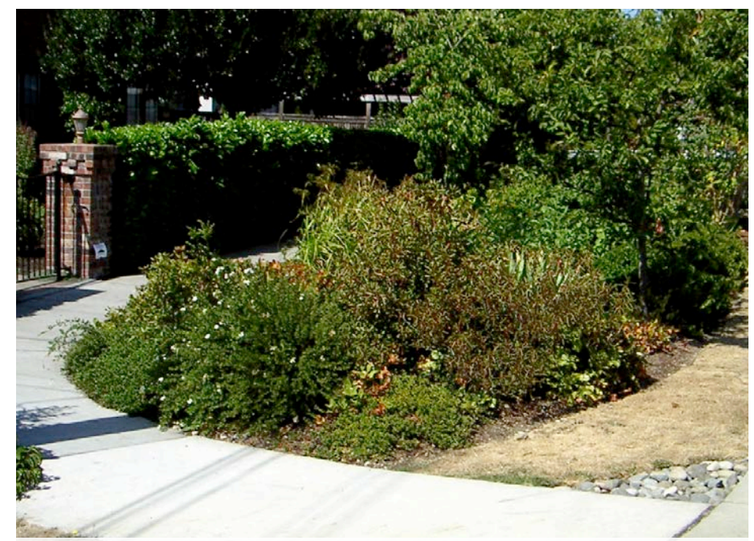
RECOMMENDED LANDSCAPE PLANTS

The University of Georgia's cooperative extension provides a publication, *Landscape Plants for Georgia*, with suggested plants organized into various sizes and groups. The focus of the list is a showcase of the best possible groupings according to the principles and requirements of good landscape design and plant maintenance.

https://extension.uga.edu/publications/detail.html?number=B625&title=Landscape%20Plants%20for%20Georgia

Native plants should be used for all proposed landscape on the Highlands to Islands Trail.

Biowale in Portland, OR
Source: Alta Planning + Design



Seattle SEA (Street Edge Alternative)
Source: Alta Planning + Design

PLANT PALETTE

LARGE DECIDUOUS TREES

Swamp White Oak I *Quercus bicolor*

Height: 50 - 60'
Spread: 50 -60'
Bloom Time: April
Maintenance: Low
Water Use: Medium to Wet
Native: Native
Suggested Use: Shade Tree, Street Tree, Rain Garden

Creek Birch "Heritage" I *Betula nigra*

Height: 40 - 70'
Spread: 40 -60'
Bloom Time: April - May
Maintenance: Low
Water Use: Medium to Wet
Native: Native
Suggested Use: Shade Tree, Rain Garden

Tulip Poplar I *Liriodendron tulipifera*

Height: 60 - 90'
Spread: 30 -50'
Bloom Time: May - June
Maintenance: Low
Water Use: Medium
Native: Native
Suggested Use: Shade Tree, Rain Garden, Flowering Tree

Red Maple I *Acer rubrum*

Height: 40 - 70'
Spread: 30 -50'
Bloom Time: March - April
Maintenance: Low
Water Use: High
Native: Native
Suggested Use: Shade Tree, Street Tree, Rain Garden

Willow Oak I *Quercus phellos*

Height: 40 - 75'
Spread: 25 -50'
Bloom Time: April
Maintenance: Low
Water Use: Medium to Wet
Native: Native
Suggested Use: Shade Tree, Street Tree, Rain Garden

Sweetbay Magnolia I *Magnolia virginiana*

Height: 40 - 50'
Spread: 15 - 20'
Bloom Time: May - June
Maintenance: Medium
Water Use: Medium
Native: Native
Suggested Use: Rain Garden

SMALL DECIDUOUS TREES

Flowering Dogwood I *Cornus florida*

Height: 15 - 30'
Spread: 15 -30'
Bloom Time: April - May
Maintenance: Medium
Water Use: Medium
Native: Native
Suggested Use: Flowering Tree

Eastern Redbud I *Cercis candadensis*

Height: 20 - 30'
Spread: 25 -35'
Bloom Time: April
Maintenance: Low
Water Use: Medium
Native: Native
Suggested Use: Street Tree, Flowering Tree

American Hornbeam I *Carpinus caroliniana*

Height: 20 - 35'
Spread: 20 -35'
Bloom Time: February
Maintenance: Low
Water Use: Medium
Native: Native
Suggested Use: Street Tree

Fringe Tree I *Chionanthus virginicus*

Height: 12 - 20'
Spread: 12 - 20'
Bloom Time: May - June
Maintenance: Low
Water Use: Medium
Native: Native
Suggested Use: Flowering Tree

Japanese Maple I *Acer palmatum 'Bloodgood'*

Height: 15 - 20'
Spread: 15 -20'
Bloom Time: April
Maintenance: Low
Water Use: Medium
Native: Non-native
Suggested Use: Understory Tree, Border

Yaupon Holly I *Ilex vomitoria*

Height: 10 - 20'
Spread: 8 - 12'
Bloom Time: April
Maintenance: Medium
Water Use: Medium to Wet
Native: Native
Suggested Use: Hedge, Screen, Windbreak

SHRUBS

Virginia Sweetspire | *Itea virginica*

Height: 3 - 5'
Spread: 3 - 5'
Bloom Time: June - July
Maintenance: Low
Water Use: Medium to Wet
Native: Native
Suggested Use: Rain Garden

Glossy Abelia | *Abelia x grandiflora 'Kaleidoscope'*

Height: 2 - 2.50'
Spread: 3 - 4'
Bloom Time: May - September
Maintenance: Low
Water Use: Medium
Native: Non-native
Suggested Use: Hedge

Smooth Hydrangea | *Hydrangea arborescens 'Grandiflora'*

Height: 3 - 5'
Spread: 3 - 5'
Bloom Time: June - August
Maintenance: Low
Water Use: Medium
Native: Native
Suggested Use: Hedge, Rain Garden

American Beautyberry | *Callicarpa americana*

Height: 3 - 6'
Spread: 3 - 6'
Bloom Time: June - August
Maintenance: Medium
Water Use: Medium
Native: Native
Suggested Use: Border

Common Buttonbush | *Cephalanthus occidentalis*

Height: 5 - 12'
Spread: 4 - 8'
Bloom Time: June
Maintenance: Low
Water Use: Medium to Wet
Native: Native
Suggested Use: Rain Garden

Winterberry | *Ilex 'Sparkleberry'*

Height: 6 - 10'
Spread: 6 - 10'
Bloom Time: May - June
Maintenance: Low
Water Use: Medium to Wet
Native: Non-native
Suggested Use: Hedge, Rain Garden

GROUNDCOVER AND GRASSES

Big Blue Lilyturf | *Liriope muscari*

Height: 1 - 1.50'
Spread: .75 - 1'
Bloom Time: August - September
Maintenance: Low
Water Use: Medium
Native: Non-native
Suggested Use: Massing, Edger

Daylily | *Hemerocallis 'Stella de Oro'*

Height: .75 - 1'
Spread: .75 - 1'
Bloom Time: May - August
Maintenance: Low
Water Use: Low
Native: Non-native
Suggested Use: Massing, Edger, Border

Purple Coneflower | *Echinacea purpurea*

Height: 2 - 5'
Spread: 1.50 - 2'
Bloom Time: June - August
Maintenance: Low
Water Use: Dry to Medium
Native: Native
Suggested Use: Massing,Border, Meadow

Bishop's Hat | *Epimedium pinnatum subsp. colchicum*

Height: .75 - 1.50'
Spread: .75 - 1.50'
Bloom Time: March - May
Maintenance: Low
Water Use: Dry to Medium
Native: Non-native
Suggested Use: Massing, Edger

Mexican Feather Grass | *Nassella tenuissima*

Height: 1 - 2'
Spread: 1 - 2'
Bloom Time: June - September
Maintenance: Low
Water Use: Dry to Medium
Native: Non-native
Suggested Use: Massing, Borders

Pink Muhly | *Muhlenbergia reverchonii 'Autumn Embers*

Height: 2 - 3'
Spread: 1.50 - 2'
Bloom Time: August - November
Maintenance: Low
Water Use: Dry to Medium
Native: Non-native
Suggested Use: Massing, Borders

VEGETATIVE SCREENING AND FENCING

DESCRIPTION

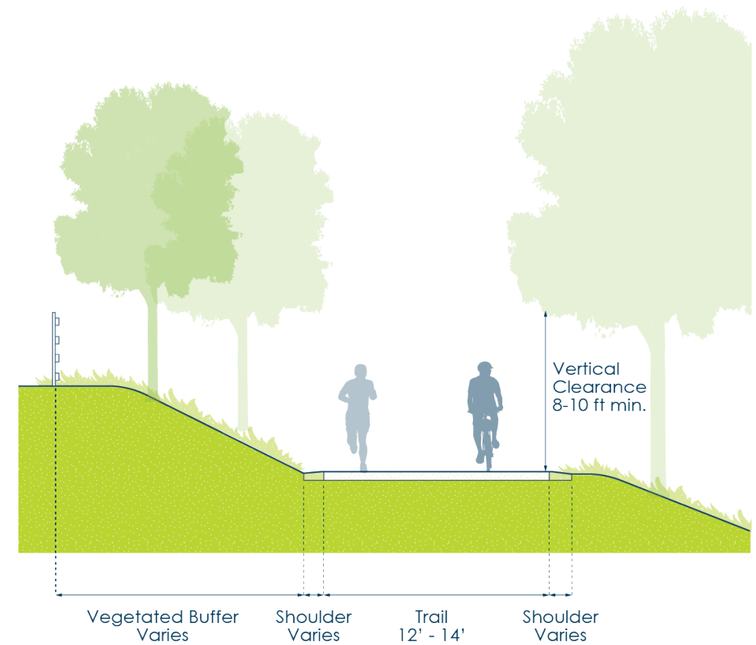
In some instances screening is desired either to conceal visually unattractive objects (such as overhead power lines) from trails or to screen from adjacent land uses such as residences in the interest of privacy. This may be accomplished with plantings, screen fences or other delineators such as a rail-type fence to create a sense of delineation.

SCREENING GUIDELINES

- All groundcover should be trimmed to a maximum of 24" above ground level height.
- Where vegetative screens are recommended to provide privacy for private properties, they are not to exceed 4' in height.
- Consider Crime Prevention Through Environmental Design (CPTED) principles when providing screening along trails.
- Trees should be trimmed to provide a minimum of 8 ft (2.4 m) of vertical overhead clearance, 10 ft (3.0 m) preferred (AASHTO Bike Guide).
- Tree canopies should not obstruct pathway illumination.
- Select and place trail vegetation to provide seasonal comfort; shade in the warmer months and sunlight in colder months.

FENCING GUIDELINES

- Minimize use of fencing, height and type of fencing (i.e. simple post and wire to protect an area where security or privacy is not a major concern). A 48" height is preferred to 72" unless higher required by security or safety concerns.
- Avoid opaque fencing to permit visibility.
- Attempt to conceal fencing behind vegetation where feasible.
- When securing private property include placards that state: "Private Property: Please Respect Owner's Privacy"
- As much as possible fencing should blend with the natural trail environment.
- Where appropriate affix "Do Not Trespass", or "Sensitive Wildlife Area" or other appropriate regulatory or informational signage to fences.



5 | Maintenance and Operations

OPERATIONS AND MAINTENANCE DEFINED

Operations and management refers to specific day-today tasks and programs performed to assure resources and facilities are kept in good usable and safe condition. This begins with sound design, durable components, and a comprehensive operations and management plan.

MAINTENANCE – ROUTINE, REMEDIAL AND SEASONAL

Routine Maintenance refers to the day-to-day regime of trail sweeping, trash and debris removal, sign replacement, weed control, tree and shrub trimming, ice or snow removal and other regularly scheduled activities. Routine maintenance also includes minor repairs and replacement such as fixing cracks and potholes or repairing a broken handrails.

Remedial Maintenance refers to correcting significant defects as well as repairing, replacing or restoring major components that have been destroyed, damaged, or significantly deteriorated during the life of the project. Some items ("minor repairs") may occur on a five to ten year cycle such as repainting, sealcoating asphalt pavement or replacing signage. Major reconstruction items will occur over a longer period or after an event such as a flood. Examples of major reconstruction remedial maintenance include stabilization of a severely eroded hillside, repaving a significant stretch of the trail surface, repaving a street used for biking or replacing a bridge. Remedial maintenance should be part of a long-term capital improvement plan.

Seasonal Maintenance is in addition to the routine and remedial categories and includes seasonal tasks that should be performed on an as needed basis.

Designated maintenance crews should remove leaf debris, sediment from flood events, snow, and ice, etc. from all network facilities as soon as possible. (Leaf debris is potentially hazardous when wet and special attention should be given to facilities with heavier usage).

During inclement weather, Highlands to Islands Trails will be officially closed to public use. Closure of the trail affects routine, remedial and seasonal maintenance work.

TRAIL COMPONENTS THAT ARE MAINTAINED

Following are the key components of the Highlands to Islands Trails:

- Multi-use paths
- Amenities
- Associated vegetation and drainage areas
- Trailheads and Access Points

Typical operations tasks include:

- User Courtesy and Regulatory Framework/Hours of Operation
- Conflict Reduction and Resolution
- User Safety and Risk Management
- Prompt graffiti and vandalism repair
- Pest Management
- Programming and Events
- Stewardship and Enhancement
- Coordinate volunteer and adopt-a-trail/street activities
- Oversight and Coordination
- User/Neighboring Property Feedback and Response

ACCESS AND USE

PUBLIC ACCESS TO HIGHLANDS TO ISLANDS TRAILS

Residents and visitors shall have access to and use of The Highlands to Islands Trails during normal hours of operation. All public access and use is governed by a Trail Ordinance. The use of the trail system is limited to hiking, bicycling, in-line skating (where provided), running, jogging, wheelchair users and others who rely on mobility aids or other approved power-driven mobility devices. The only motorized vehicles permitted to use the pathway are those owned or licensed for maintenance, first responders and/or security purposes by the County or Cities or contracted employees.

HOURS OF OPERATION

Unlike the recreational greenways and off-street trails, the Highlands to Islands Trails are located adjacent to roadways and within the public right-of-way. These trails were designed and intended for both recreation and transportation. As an element of the transportation system, these trails cannot be subjected to the same hours of operation as other park facilities. This distinction should be made through signage along the perimeter trails, at trailheads and parks, and on the County and cities and Highlands to Islands Trails websites.

Temporary closure of trails: Temporary closure of the Highlands to Islands Trails may occur from time-to-time for public safety

VEGETATION MANAGEMENT AND TRAIL EDGE GROOMING

DESCRIPTION

There are several areas of landscape management to promote both an ecologically and user-friendly greenway and trail system.

Multi-use Path Edge — the zone immediately adjacent to and above paved multi-use paths. Vegetation management refers to trimming the shoulder and beyond to assure a safe, usable trail. It also includes maintaining (trimming and/or mowing) an under-story "clear zone" back into the adjacent vegetation to promote lines of sight for safety and security and a more groomed appearance of the trail corridor. This edge should appear natural and should undulate and can vary in some areas from 5' to 20' back into the adjacent forest or meadow.

Sidepaths — Highlands to Islands Trail sections visible from nearby streets with a more parklike open landscape setting. These reaches may vary from 50' to 200 feet wide and are intended to create a more formal park feel. There may be mowed turf grass or other managed landscape including tree groupings with cleared understory.

Parks and Feature Areas — more formal areas of the Highlands to Islands Trail that incorporate parks and other attractions along the corridor. Typically these are turf grass areas, plazas or other more formal areas maintained by Parks and Recreation.

Managed "Natural" Areas — are designated areas with scenic enhancement or interpretation. An example of this might be a meadow planted in wildflowers or a variety of ornamental grasses.

Vegetation management
Source: United Rentals

TRAIL SYSTEM IMPROVEMENTS RECOMMENDATIONS

This section provides an overview of opportunities to address short-term needs and improve the longterm success, lifespan, and function of the Highland's to Islands Trail network.

- Resurface at the end of trail life cycle for existing trails (approx 30 years for concrete).
- Repair all tread areas that are cracking or damaged to improve quality and maintain safe conditions for users.
- Maintain positive drainage by targeting standing water and potholes. Reconstruct areas of the network lacking adequate cross slope for drainage.
- Close gaps in the trail network to encourage ridership and provide safe conditions.
- Install Highlands to Islands Trail network maps on kiosks at strategic locations.
- Prune vegetation obstructing trail the corridor.
- At all major signalized intersections that connect to the trail network, install pedestrian-activated signals, high visibility crosswalks, and curb ramps.
- At all commercial driveway intersections, install high visibility crosswalks and advanced pedestrian warning signage.
- Execute a maintenance schedule for the entire trail network to ensure clear conditions on the trail surface.

OPERATIONS AND MANAGEMENT OVERVIEW

The Highlands to Islands Trail network should promote a well-maintained, well-groomed, safe, secure and pleasant-to-use network within Hall County and incorporated jurisdictions.

The trail network is an asset to the community and a "good neighbor" to surrounding properties and businesses. It is imperative that the standard of care and quality is consistent across the diverse landscapes that are accessed by the trails.

The term operations and management refers to day-to-day tasks, long-term functions, and programs operated within the trail network, to assure that associated resources and facilities are kept in good usable condition. This begins with sound design, durable components, and a comprehensive management plan.

The management plan must be embraced by Hall County and the cities that the trail serves. For future trails, community groups, residents, business owners, land developers and other stakeholders should be engaged in the longterm stewardship of the resources preserved and enhanced by Highlands to Islands Trail.

The majority of Highlands to Islands Trails are concrete, paved, shared-use, non-motorized corridors that accommodate bicyclists, pedestrians, in-line skaters, and physically challenged persons who depend on wheelchairs, mobility aids and other power-driven mobility devices.

reasons. Hall County and the appropriate city jurisdictions will work to officially close sections of the trails that are not safe for public use or undergoing repair. Temporary barricades of the trails, or facilities, will be erected, along with appropriate signage, to inform the public of the sections that are temporarily closed. The County and cities will use appropriate communication strategies to inform the public of temporary closure.

Inclement weather policy: Inclement weather, inclusive of winter snow, ice storms, heavier than normal rainfall, and severe weather events, may result in temporary closure of the Highlands to Islands Trails. The County and cities will determine when inclement weather has created dangerous conditions for public use. When the trails are closed for inclement weather, Hall County and cities will use appropriate communication strategies to inform the public of the temporary closure for inclement weather.

CARE AND MAINTENANCE OF THE HIGHLANDS TO ISLANDS TRAILS

The County and cities and their contractors, shall be responsible for the care and upkeep of the trails and all lands, drainage features, signage, fences, bridges, trail heads, landscape plantings and trail amenities.

DRAINAGE MANAGEMENT POLICY

The County and cities shall coordinate with their appropriate street departments to maintain drainage channels, ditches and streams that bisect or intersect with the Highlands to Islands Trails. The County and cities shall ensure that the drainage structures are free flowing and unimpeded. Management of drainage channels and structures shall include the removal of vegetation, trash and debris that would serve to block the flow of surface waters which may flood the trails.

FACILITY MANAGEMENT

Trail management shall include the removal of all debris, trash, litter, obnoxious and unsafe human made structures, vegetation and other foreign matter. Trailheads, points of public access, and other activity areas shall be maintained in a clean and usable condition at all times. The primary concern for pathway maintenance shall always be public safety.

All trail facilities shall be maintained in a safe and usable manner during hours of operation, and in accordance with applicable Americans with Disability Act policies. Rough edges, severe bumps or depressions, cracked or uneven pavement, gullies, rills and washed out tread surface shall be repaired in a timely manner by the County or cities, and/or its designee. Volunteer vegetation occurring in the trail tread should be removed in such a manner so that the trail surface is maintained as a continuous, even and clean surface. Graffiti should be removed and vandalized elements of the trail and trail amenities should be repaired in a timely manner.

Vegetation within the trail corridors should be managed to promote safety, serve as habitat for wildlife, buffer public use from private property when possible, enhance water quality, and preserve the unique aesthetic values of the natural landscape. Removal of native vegetation should be done with clear purpose and discretion. The objective in controlling growth of vegetation shall be to maintain clear and open lines of sight along the trail at all times, at intersections with roadways and driveways, and along roadways.

Vegetation removal within the trail development zone should be accomplished to eliminate potential hazards that could occur from natural growth. To promote safe use of the trail, all vegetation should be clear-cut to a minimum distance of 3 feet from the edge of the trail tread, and 8 feet of overhead clearance. Selective clearing of vegetation should be conducted within a zone that is defined as being between three to ten feet from the edge of the pathway.

At any point along the Highlands to Islands Trails, a user should have an unobstructed view, along the centerline of the pathway, 250 feet ahead and behind his/her position. The only exception to this policy is where terrain or trail curvature is a limiting factor. The County and cities are responsible for the cutting and removal of vegetation.

The following tasks should be performed on a regular basis to keep all network facilities in good, usable condition. Maintenance tasks should be conducted more frequently for trail facilities where use is the most concentrated. Methods such as trail use counts, sketch plan analysis methods for estimating demand, public survey results, and public meeting comments can be used to determine which areas are the most heavily used and may require the most maintenance attention. The frequency of required maintenance tasks should be established as new phases are implemented and should be reviewed and updated annually to reflect any changes in usage, safety issues, or other concerns.

ROUTINE AND REMEDIAL MAINTENANCE	
TYPE	TASKS
FACILITY MAINTENANCE	Sweeping
	Trash Removal
VEGETATION MANAGEMENT	Tree and shrub trimming and pruning
	Mowing of vegetation
	Mulching and edging
	Invasive species control
FACILITY REPAIR OR REPLACEMENT	Replenish gravel, mulch, or other materials
	Repaint/restripe/restain
	Repave/seal
	Replace asphalt or concrete
	Remove encroaching debris along paved trail/sidewalk edges
	Regrade to prevent or eliminate low spots and drainage issues
	Add culverts, bridges, boardwalks, retaining walls, etc. to prevent or eliminate drainage and/or erosion issues
	Reroute trail, if necessary, to avoid environmentally sensitive or overused areas and any safety issues
SEASONAL MAINTENANCE	Remove leaf debris, snow, or ice from all network facilities as soon as possible. Leaf debris is potentially hazardous when wet, and special attention should be given to facilities with heavier usage.
	Ice control and the removal of ice build-up is a continual factor because of the freeze-thaw cycle. Ice control is most important on grade changes and curves. Ice can be removed or gravel/ice melt applied. After ice is gone, leftover gravel should be swept as soon as possible.
	Remove leaf litter from network facilities via raking, blowing, mulching, etc. as needed to sustain the safe usability of all network facilities and prevent any storm water drainage or erosion issues
	Remove snow and ice from network facilities, via plowing, shoveling, picking, salt, sand, etc. by 6 AM the morning following a storm

TYPE	TASKS
HABITAT ENHANCEMENT AND CONTROL	Plant vegetation, such as trees and shrubs
	Take preventative measures to protect landscape features from wildlife, such as installing fencing around sensitive or newly planted plant materials
	Apply herbicide to eliminate any problem plant species, such as poison ivy, kudzu, etc.
	Apply herbicide to maintain facility edges and prevent encroaching vegetation, such as along trails and sidewalks
	Deter interaction between facility users and facility inhabitants, such as feeding the wildlife, etc.

SECURITY AND PUBLIC SAFETY, RISK MANAGEMENT AND LIABILITY

Promoting safety and security of trail users and the security of adjacent properties should be the foremost objective of this operations and management plan. This should begin with a comprehensive risk management plan and program. The County and cities should establish a coordinated plan and a coordinating committee of operations staff to promote both a uniform standard of care and to help each other by information exchange and resource sharing.

The following are optimal recommendations. It is understood that resource limitations and staffing may limit the complete deployment of the safety and security plan. Elements of this include:

- Working with the County and city staff to routinely review trail and plans, operations, and issues and incidents. Policy of risk management inspection should be reviewed.
- Keeping good records of O&M activities and including documenting accidents, incidents, damage to adjoining properties and other issues and incidents This would be greatly facilitated using GPS locations of problems and incorporating into GIS mapping systems. Good mapping could help identify possible "problem areas" and "incident clusters."

Cooperation by police and fire/rescue personnel is vital to good documentation.

Key considerations in promoting public safety and security include:

Have good, current, data—Implement a data base management system, a crime tracking system, with police for tracking the specific locations and circumstances of all incidents, such as accidents, crime and vandalism, and create a safety follow-up task force or board subcommittee to address any problems that develop.

Monitor the condition of facilities—Schedule and document frequent inspections to determine the amount of use, location, age, type of construction, and condition of railings, bridges, trail surfaces, signage, etc. Evaluate and remove all obstacles or objects that could impede facility usage such as debris, rumble strips, etc. and provide solutions such as alternative routing, removal of obstacle, etc. Follow-up with the appropriate corrective measures in a timely manner.

Preventative maintenance—Watch for and identify potential safety problems such as a missing curve or stop sign, a damaged trail surface, a missing railing, leaf litter, sediment from flood events, snow and ice buildups (especially hidden ice and snow), flash flood issues, storm water drainage and/or erosion issues. Important to check for these after events like storms or construction along the trail corridor.

Safety and security features through planning and design—This includes adhering to state-of-the-practice standards such as the AASHTO Guide to the Development of Bicycle Facilities, The Manual of Uniform Traffic Control Devices, Americans with Disabilities Act, and US Department of Transportation Federal Highway Administration Guide for Maintaining Pedestrian Facilities for Enhanced Safety, 2013, OSHA. It also includes incorporating good lines of sight, trimming vegetation and other measures to avoid hiding places and other defense through-design techniques to help reduce crime and accidents.

Multi-disciplinary plan review—All proposed plans and construction drawings should be circulated amongst pertinent staff coordinating agencies and departments for review. This may include key field staff, planning and zoning (community services), streets and storm water management departments, police, fire and rescue, and maintenance department.

User courtesy and conflict reduction—Posting signs, equipping patrol persons, using brochures and Web site to educated public on trail etiquette including bicycle yield, equestrian courtesies, dog on leash and safe practices (See "conflict reduction" below).

Wayfinding and location identification—This includes wayfinding signage system, street signs at cross streets readily visible from the trail and "mile markers" located every 1 mile giving the location based on a north to south or west to east numbering starting at a single "point zero" and running the entire length of the trail.

Patrol and enforcement—Fielding a bicycle mounted patrol. This might be a multi-jurisdictional patrol with wireless communication capability and first aid training.

Protecting adjacent properties—Working with adjacent landowners, tenants, and businesses to assure the trail is a good neighbor. This may include where appropriate, security barriers, do not trespass signage, and communication with impacted neighbors.

Medical emergencies and rescue, response and access—Working with police and fire/rescue for optimal emergency response including design for rescue and vehicle (to accommodate up to 5 tons) personal access, incident reporting by location using GPS, and location identification.

Address system—Have in place an "address system" such as mile markers to identify locations for all trail facilities. On-road facilities should make use of the existing street names and adjacent property addresses. Each local emergency response office/ unit should have an up-to date map of all Highlands to Islands trails.

The County and cities should work in cooperation to develop and implement a safety and security program for the Highlands to Islands Trails. All jurisdictions should engage police, fire, EMS, Homeland Security, and the appropriate parties in this work. This program should consist of well-defined safety and security policies; the identification of trail management, law enforcement, emergency and fire protection policies; and a system that offers timely response to the residents and visitors for issues or problems related to safety and security.

Important components of the safety and security program should include:

1. Establishment of a safety committee and/or coordinator,
2. Preparation of a pathway safety manual,
3. Establishment of user rules and regulations,
4. Development of pathway emergency procedures,
5. Preparation of a safety checklist for the pathway,
6. Preparation of a pathway-user response form,
7. A system for accident reporting and analysis,
8. Regular maintenance and inspection programs,
9. Site and facility development and review,
10. Public information programs,
11. Employee training programs for safety and emergency response, and
12. Ongoing research and evaluation of program objectives.

CONFLICT REDUCTION

User conflicts are bound to occur along trails especially as the trail system becomes increasingly popular and more crowded. Planning, designing and managing ahead of the curve can help reduce conflicts and promote a safer, more enjoyable trail experience.

Steps to promote conflict reduction include:

- **Anticipate issues**—Including reckless and unsafe behavior; incompatible uses; trespassing; disturbances and adverse environmental impacts. Respond to illegal or disturbing activity quickly.
- **Consider varied user goals**—Recognize the different goals of different users, such as equestrians and bicyclists, and separate where feasible.
- **Educate**—Provide user education through signage, patrol, volunteers, brochures, and media.
- **Enforce**—Post user courtesy signs and speed limits for bicyclists. Cite and if necessary ticket reckless behavior including excessive bicycle speeds, dogs off of leash, etc.
- **Anticipate the need for adequate capacity**—Provide adequate trail mileage and bicycle, pedestrian, and trail acreage to accommodate user populations.
- **Solicit input from user groups**—By providing contact information to report problems and responding promptly and effectively to complaints, concerns, or suggestions
- **Monitor problems**—Track, document, and log problem areas and address problems through design and management.

POLICE PATROL AND EMERGENCY RESPONSE

In order to provide effective patrol and emergency response to the needs of trail users and adjacent property owners, the County and cities should develop a specific patrol and emergency response plan. This plan should define a cooperative law enforcement strategy for the trail based on the capabilities of different agencies and services typically required for the facility. The County and cities should work together to define an emergency response system in conjunction with appropriate local fire and paramedical units in order to define which agencies should respond to 911 calls, and provides easy-to-understand routing plans and access points for emergency vehicles. Local hospitals should be notified of these routes so that they may also be familiar with the size and scope of the project.

NATURAL SURVEILLANCE

Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of public space. Potential offenders feel increased scrutiny and limitations on their escape routes.

- Use adjacent roadways and the passing vehicular traffic as a surveillance asset.
- Create landscape designs that provide surveillance, especially in proximity to designated points of entry and opportunistic points of entry.
- Use the shortest, least sight-limiting fence appropriate for the situation.
- When creating lighting design, avoid poorly placed lights that create blindspots for potential observers and miss critical areas. Ensure potential problem areas are well-lit: pathways, stairs, entrances/exits, parking areas, children's play areas, recreation areas, storage areas, dumpster and recycling areas, etc.
- Avoid too-bright security lighting that creates blinding glare and/or deep shadows, hindering the view for potential observers. Eyes adapt to night lighting and have trouble adjusting to severe lighting disparities. Using lower intensity lights often requires more fixtures.
- Place lighting along pathways and other pedestrian-use areas at proper heights for lighting the faces of the people in the space (and to identify the faces of potential attackers).

NATURAL ACCESS CONTROL

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

- Use a single, clearly identifiable, point of entry
- Use low, thorny bushes to keep people out of sensitive areas.
- Use waist-level, picket-type fencing to control access and encourage surveillance.
- Natural access control is used to complement mechanical and operational access control measures, such as target hardening.

NATURAL TERRITORIAL REINFORCEMENT

Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where unwanted behavior stands out and is more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.

- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Provide trees in residential areas. Research results indicate that, contrary to traditional views within the law enforcement community, outdoor residential spaces with more trees are seen as significantly more attractive, more safe, and more likely to be used than similar spaces without trees.
- Restrict private activities to defined private areas.
- Avoid cyclone fencing and razor-wire fence topping, as it communicates the absence of a physical presence and a reduced risk of being detected.
- Placing amenities such as seating or refreshments in common areas in a commercial or institutional setting helps to attract larger numbers of desired users.
- Scheduling activities in common areas increases proper use, attracts more people and increases the perception that these areas are controlled.
- Territorial reinforcement measures make the normal user feel safe and make the potential offender aware of a substantial risk of apprehension or scrutiny.

RISK MANAGEMENT

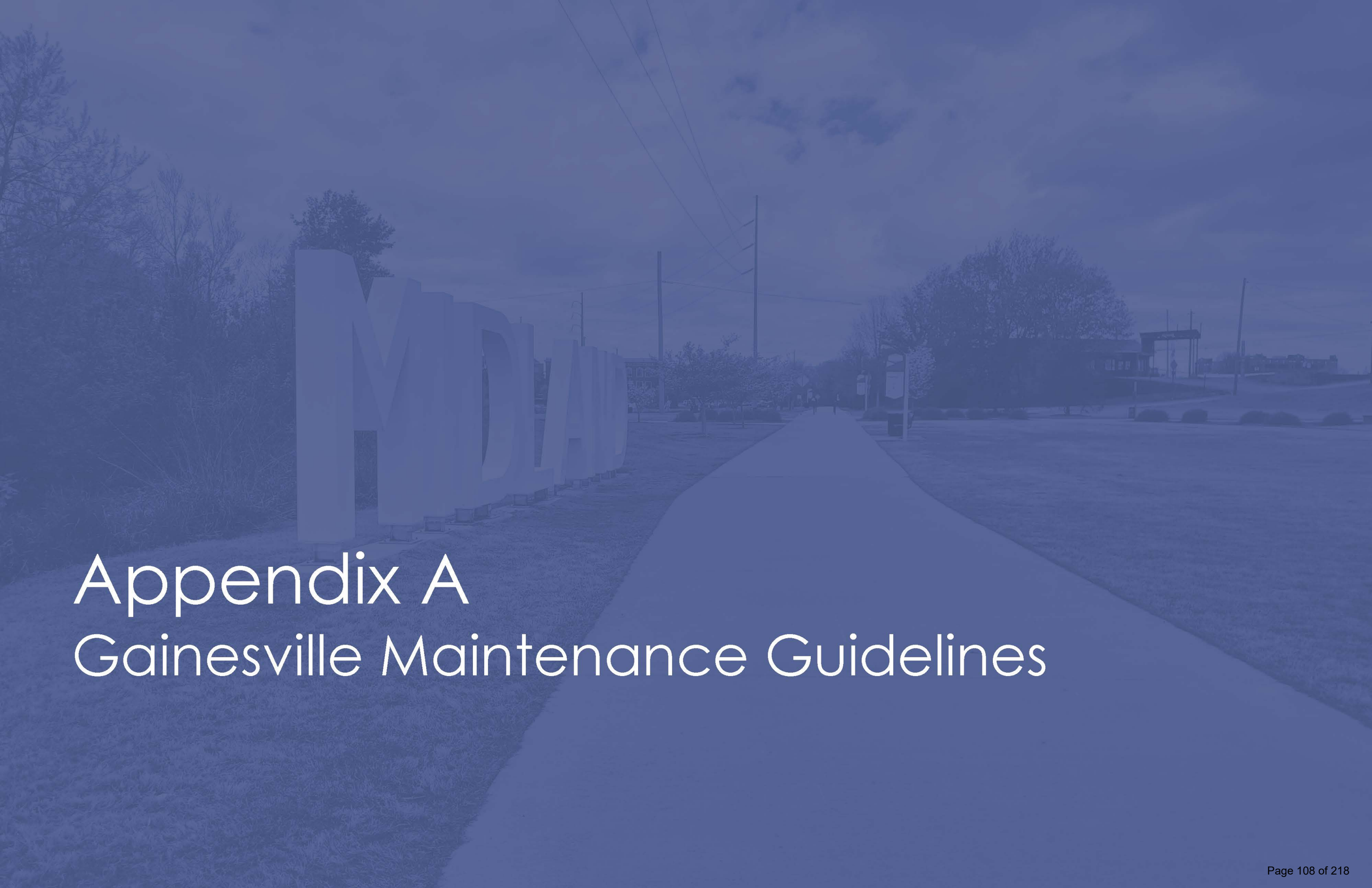
The design, development, management and operation of the Highlands to Islands Trails must be carefully and accurately executed in order to provide a resource that protects the health, welfare, and safety of the public. Liability most often occurs when a facility has been under-designed for the intended volume of use; when management of the facility is poor; or when unexpected accidents occur because the trail manager failed to recognize the possibilities of a potentially hazardous situation. To reduce the exposure to liability, the County and cities and their partners should have in place the following measures for continued trail use:

1. A complete maintenance program that provides the appropriate duty or level of care to trail users

2. A risk management plan that appropriately covers all aspects of the trail

3. A comprehensive working knowledge of public use laws and recent case history applicable in Georgia.

Liability claims pertaining to loss incurred by users of The Highlands to Islands Trails system are covered under existing State of Georgia policies for tort claims against governmental entities and public employees. Local agencies such as the County and cities have a legal responsibility to provide "reasonably safe condition[s]" on highways, roadways, and projects like perimeter trails. As the County and cities continue to operate and expand the trail system, it will be important to follow design standards and guidance to ensure a safe and reliable facility for trail users.



Appendix A
Gainesville Maintenance Guidelines

GAINESVILLE MAINTENANCE GUIDELINES

The Gainesville Maintenance Guidelines purpose is to provide the citizens of Gainesville with pleasant and aesthetically pleasing Parks, trails, and grounds. The Highlands to Islands Trail system can model Gainesville's maintenance guidelines that apply to trail maintenance and upkeep.

TRAIL SPECIFIC GUIDELINES

SERVICE AND INSPECTION

A maintenance crew should be scheduled to visit each area no less than 35 times or every 7 to 10 days during the growing season, per fiscal year (July 1 to June 30) to perform the following tasks:

- Mowing – Bermuda turf & fescue areas will be mowed every visit during the growing season. Bermuda area mowed at 1" to 2" heights while fescue areas are mowed at 3" to 4" heights.
- Edging/Trimming - A string trimmer will be utilized to trim grass adjacent to obstacles and other inaccessible areas during every mowing. Curbs, drives, walks, and paved areas will be edged during every mowing.
- Herbicide Applications - Herbicides will be utilized to treat areas around the perimeters of obstacles, buildings, etc. in order to prevent damage by string trimmers.
- Fertilization – Bermuda turf & fescue areas should be fertilized three (3) times annually using a custom blended slow release fertilizer based on soil test analysis to provide the appropriate blending of fertilizer.
- Clipping Removal – Excess grass clippings, which are visible after mowing, will be dispersed with additional mowing or collected and disposed of on site. (Mower discharge chutes should be directed away from planting beds, walkways, parking lots, playgrounds, etc.) Any clippings in roadways must be blown back onto property or removed.
- Aeration and Over seeding – Fescue areas should be core aerated and overseeded during the fall with K-31 tall fescue seed at a rate of 3 to 5 pounds per
- 1000 square feet. Bare turf areas should be mulched with wheat straw when overseeding. pH Analysis- Fescue soil samples should be taken for analysis annually to determine pH and appropriate recommendations made to client with an additional cost estimate to provide ideal growing conditions.

LANDSCAPE PLANTS, PLANTING BEDS, AND NATURAL AREAS CARE

- Trimming and Pruning - Landscape plants (up to 4" caliper and 12' height) should be trimmed and pruned to shape, maintain plant size within its given space, encourage new growth and flower production, and remove deadwood. Plant growth regulators may be used to encourage dense growth or maintain plant size. Contractor shall make appropriate recommendations and estimate of additional cost for pruning and/or severe pruning of plants larger than 4" caliper and 12' heights or plants damaged be severe acts of nature, vehicles or persons not employed by Contractor. Client/Owner reserves the right to negotiate this extra cost or perform the task with Client/Owner staff. Debris will be collected and disposed of in accordance with "Organic Debris Disposal" (Section #4).
- Analysis – Planting bed soil samples should be taken for analysis annually to determine pH and appropriate recommendations made to client with an additional cost estimate to provide ideal growing conditions. Client/Owner reserves the right to negotiate this extra cost or make applications with Client/Owner staff.
- Fertilization – Planting beds will be fertilized one to three times annually with a custom blended slow release ornamental fertilizer based on soil analysis to promote root development and dense top growth.
- Disease and insect Inspections – Planting beds should be inspected periodically for the presence of insects and disease. In the event pesticide applications are appropriate, contractor will consult with Client/Owner and make appropriate recommendations with an additional cost. Client reserves the right to negotiate this extra cost or make applications with Client/Owner staff.
- Weed Control and Mulch - Planting beds and natural areas will be treated with pre and post herbicides and hand weeded to prevent/remove weeds. Existing beds with Pine straw mulch will be replenished completely twice annually (March & September.)

ORGANIC DEBRIS DISPOSAL

- All organic debris will be disposed of on site or removed by Client/Owner from a designated area on site depending upon size and as agreed upon between Client/Owner and Contractor.
- Limb Pick Up - Natural areas will be policed for large limbs during the contract period. Limbs should be placed along street curbs or other designated spots for removal by Client/Owner or City of Gainesville Solid Waste Division.
- Leaf Collection - Leaves will be collected from lawn, planting beds, and paved areas every visit during the leaf season and placed in designated natural areas as well as disposal areas on site. All other leaves will be neatly windrowed at curbside for pick up by the City of Gainesville Solid Waste Division.

WALKWAYS AND PAVED AREAS

- Paved areas will be blown and/or vacuumed each visit to remove organic debris. Weeds growing in cracks in pavement will be removed with an herbicide treatment.

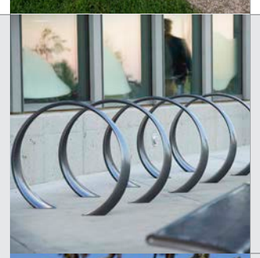
LITTER PICK UP

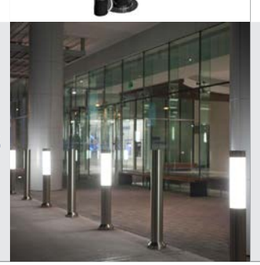
- The landscape and paved areas will be policed for litter every visit. All litter to be disposed of using on site waste receptacles.

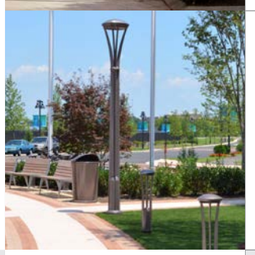
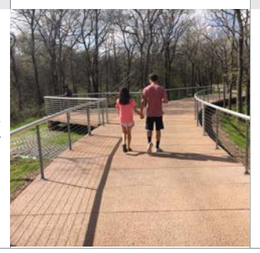
Further information for each section can be found in the Gainesville Landscape Maintenance Guidelines

Appendix B
Furnishings and Amenities Matrix

FURNISHINGS AND AMENITIES MATRIX

		PRODUCT NAME	MANUFACTURER NAME	PRICE	PAGE NUMBER	WEB ADDRESS
SEATING		FS-50 Bench	Victor Stanley	4' Length ($1,768) 6' Length ($1,886) 8' Length ($2,134)	37	https://victorstanley.com/product/fs-50/
		Dash Bench	Forms + Surfaces	$1,500	38	https://www.forms-surfaces.com/dash-bench
BIKE PARKING		Loop Bike Rack	Landscape Forms	$490	41	https://www.landscapeforms.com/en-US/product/Pages/Loop-Bike-Rack.aspx
		Olympia Bike Rack	Forms + Surfaces	$549	42	https://www.forms-surfaces.com/olympia-bike-rack

		PRODUCT NAME	MANUFACTURER NAME	PRICE	PAGE NUMBER	WEB ADDRESS
TRASH RECEPTACLE		HA Series Single Trash Enclosure	Bearsaver	$1,221	45	https://bearsaver.com/collections/bear-resistant-ha-series-trash-cans-and-recycle-bins/products/bearsaver-ha-series-single-trash-enclosure-ha-p
		Chandler Receptacle	Thomas Steele	$1,079	46	https://www.thomas-steele.com/chandler-littter-receptacle
DRINKING FOUNTAIN		Bottle Filling Station, Bi-Level Fountain and Pet Station	Global Industrial	$3,319	49	https://www.globalindustrial.com/p/global-industrial-outdoor-bi-level-drinking-fountain-with-bottle-filler-pet-station-ss?PicGroupKey=134594
BIKE REPAIR		Bike Fix-it Station	Dero	$1,555	51	https://www.dero.com/product/fixit/
BOLLARDS		Light Column Bollard	Forms + Surfaces	Illuminated ($2,178) Non-Illuminated ($1,274)	53	https://www.forms-surfaces.com/light-column-bollard

		PRODUCT NAME	MANUFACTURER NAME	PRICE	PAGE NUMBER	WEB ADDRESS
LIGHTING		Rama Area Light	Landscape Forms	$6,130	55	https://www.landscapeforms.com/en-US/product/Pages/Rama-Lighting.aspx
		Alcott Area Light	Landscape Forms	$4,170	56	https://www.landscapeforms.com/en-US/product/Pages/Alcott-Area-Light.aspx
RAILING		Stainless Round Cable Railing	Stainless Cable & Railing	$1,600 - $4,100 (9' LF - 37LF kits)	59	https://stainlesscablerailing.com/round-stainless-steel-railing-systems.html
		Wood Railing System	Stainless Cable & Railing	$75 - $95/LF	60	https://stainlesscablerailing.com/wood-railings1.html
BOARDWALK		Precast Boardwalk System	PermaTrak	$50-$65/sf	63	https://www.permatrak.com/

		PRODUCT NAME	MANUFACTURER NAME	PRICE	PAGE NUMBER	WEB ADDRESS
SHADE STRUCTURE		Hyperbolic Shade Sail	Superior Shade / Korkat	Start at $8,175 (20'x20' Shade Sail)	65	https://www.korkat.com/product/hyperbolic-sails/

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	June 12, 2024
Date Submitted:	June 12, 2024
Final Approval Date:	June 13, 2024
Presenter:	Angela Sheppard, Assistant City Manager
Item of Business:	Resolution: Airport Connector Segment of the Highland to Islands Trail
Meeting Date:	June 13, 2024

Purpose of Request:
To further allow for the planning and design of the Airport Connector segment as it relates to the Highlands to Islands Trail.

Facts & Issues / History & Background:

Department Recommendation:
Adopt the resolution.

Department Director:
Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: Airport Connector Segment of Highlands to Islands Trail
2. Exhibit A - H2I Trail - Airport Connector Map
3. Exhibit B: Gainesville Connector Trail Easement Exhibit 2.22.2024

RESOLUTION 2024 -___

Airport Connector Segment of the Highlands to Islands Trail

WHEREAS, the governing body of the City of Gainesville, Georgia (the "City") has a desire to continue its efforts to provide economic and recreational opportunities for the citizens of Gainesville and surrounding areas through the extension of the Highlands to Islands Trail; and

WHEREAS, the real property shown on Exhibit "A," identified as the "Airport Connector," will be used by the City to extend the Highlands to Islands Trail; and

WHEREAS, in the course of the planning and design of the Airport Connector, the City has identified the need to resolve encroachments and obtain temporary and permanent easements, as shown in more detail on Exhibit "B," such that the Airport Connector can be constructed.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville does hereby authorize the Mayor, the City Manager and the City Attorney to execute all such documents and agreements that may be necessary to completely resolve encroachments and obtain temporary and permanent easements so that the Airport Connector can be constructed.

Adopted this _____ day of June, 2024.

_____
W. Samuel Couvillon, Mayor

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

_____
Denise O. Jordan, City Clerk

4892-1412-7559, v. 3

GAINESVILLE

HIGHLANDS TO ISLANDS TRAIL CONNECTIONS

N/F
INCORPORATED NEWHALL
NEWSPAPERS
(DB 7721, PG 378)

N/F
STATE OF GEORGIA
(DB 1567, PG 261)
(PB 146, PG 196)

EASEMENT LEGEND

- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- LEASE ADJUSTMENT AREA

STATE OF GA / MAR-JAC
PERMANENT EASEMENT: 0.59 ACRES (25,829 SF)
TEMPORARY EASEMENT: 0.44 ACRES (19,348 SF)

75' IMPERVIOUS SETBACK
UNDISTURBED BUFFER (CITY)
25' UNDISTURBED BUFFER (STATE)
25' UNDISTURBED BUFFER (STATE)
50' UNDISTURBED BUFFER (CITY)
75' IMPERVIOUS SETBACK

NORTH

N/F
STATE OF GEORGIA
(DB 1567, PG 261)
(PB 146, PG 196)

25' UNDISTURBED BUFFER (STATE)
50' UNDISTURBED BUFFER (CITY)
75' IMPERVIOUS SETBACK

Rochester & Associates, LLC
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770.718.0600 p | www.rochester-assoc.com

EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION

REVISIONS

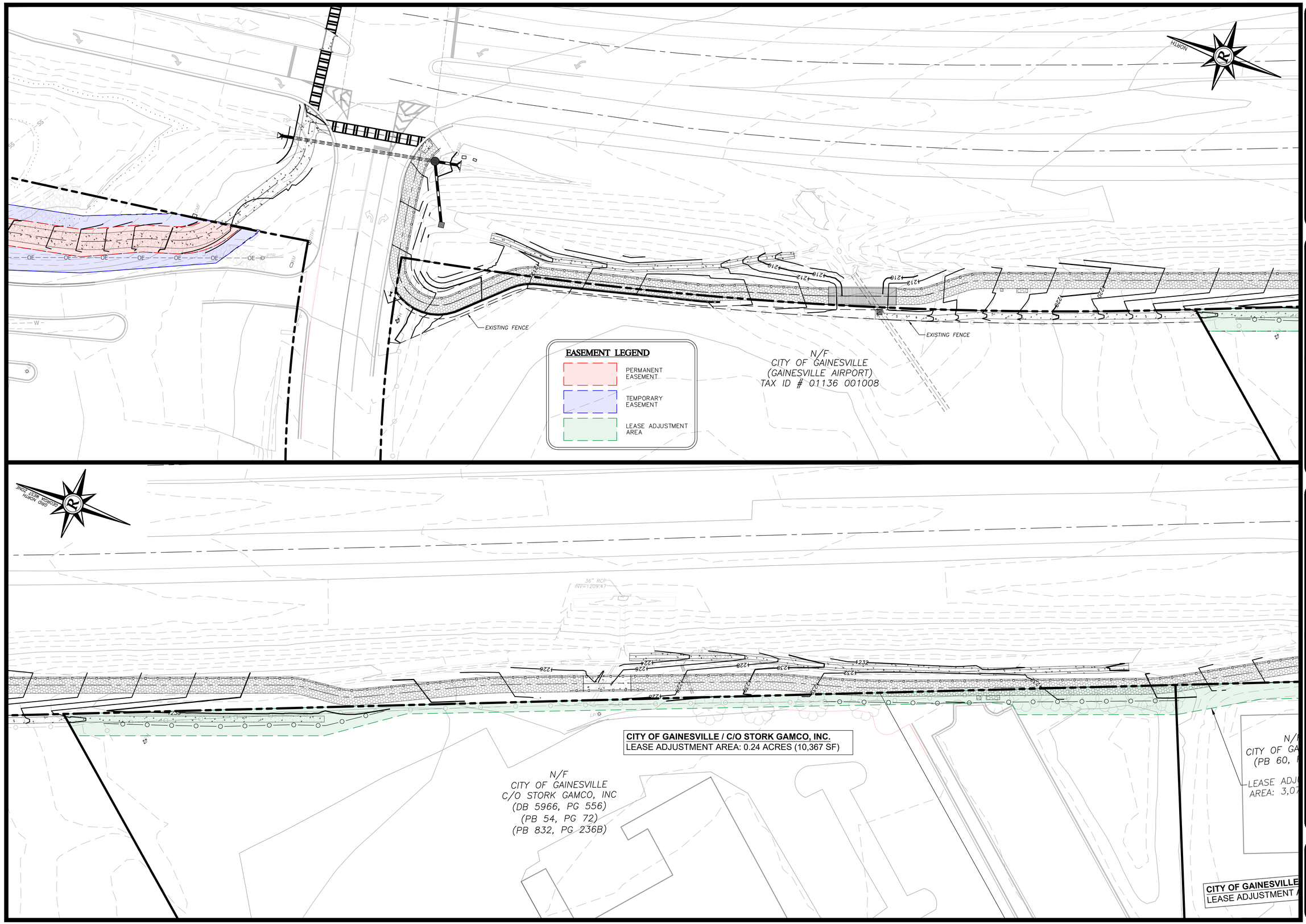
ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN AUTHORIZATION OF ROCHESTER & ASSOCIATES INC. VOIDS THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THE ORIGINAL DESIGN. ORIGINALS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
10' 0' 20' 40'

REGISTERED PROFESSIONAL ENGINEER
ALLEN MARGAVICH
NO. 17363

SHEET 1 OF 9

DATE: 2/20/2024
SCALE: 1"=20'
JOB NO. C220128.TRD
DWG NO. CNST.dwg
DRAWN BY: MDS



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EASEMENT EXHIBIT FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION

REVISIONS

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GRAPHIC SCALE
1.5" 0' 30' 60'

GEORGIA REGISTERED PROFESSIONAL ENGINEER NO. 31164 ALLEN MARGAVICH

SHEET 2 OF 9

DATE: 2/20/2024
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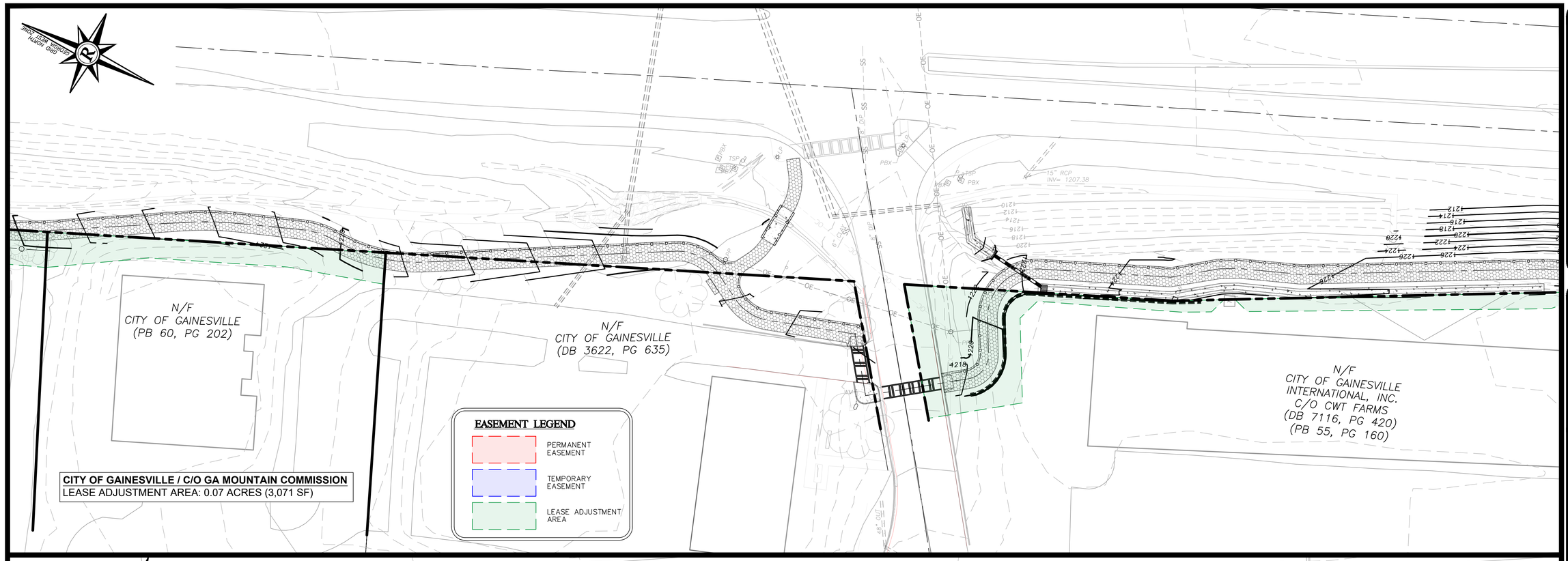
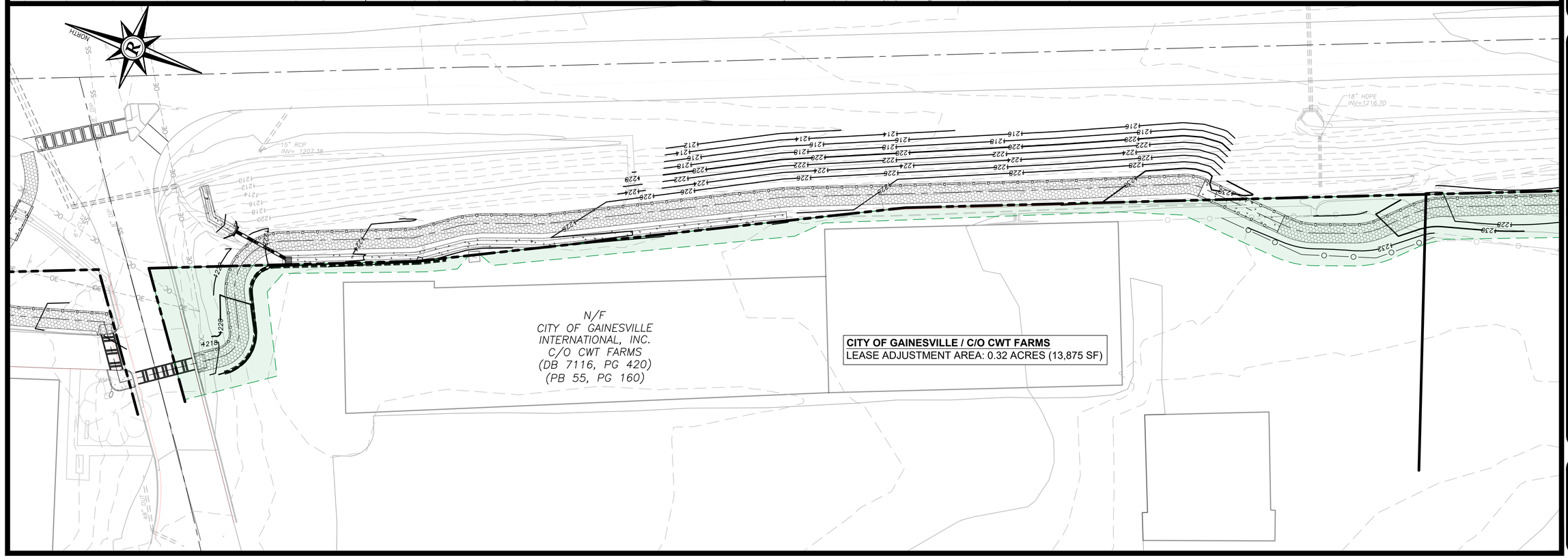
JOB NO.: C22012B.TRD
DWG NO.: CNST.dwg
DRAWN BY: MDS





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EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION
		REVISIONS

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GRAPHIC SCALE
15' 0' 30' 60'

GEORGIA REGISTERED PROFESSIONAL ENGINEER
NO. 41067
ALLEN MARGAVICH

SHEET 3 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO. G220128.TRD
DWG NO. CNST.dwg
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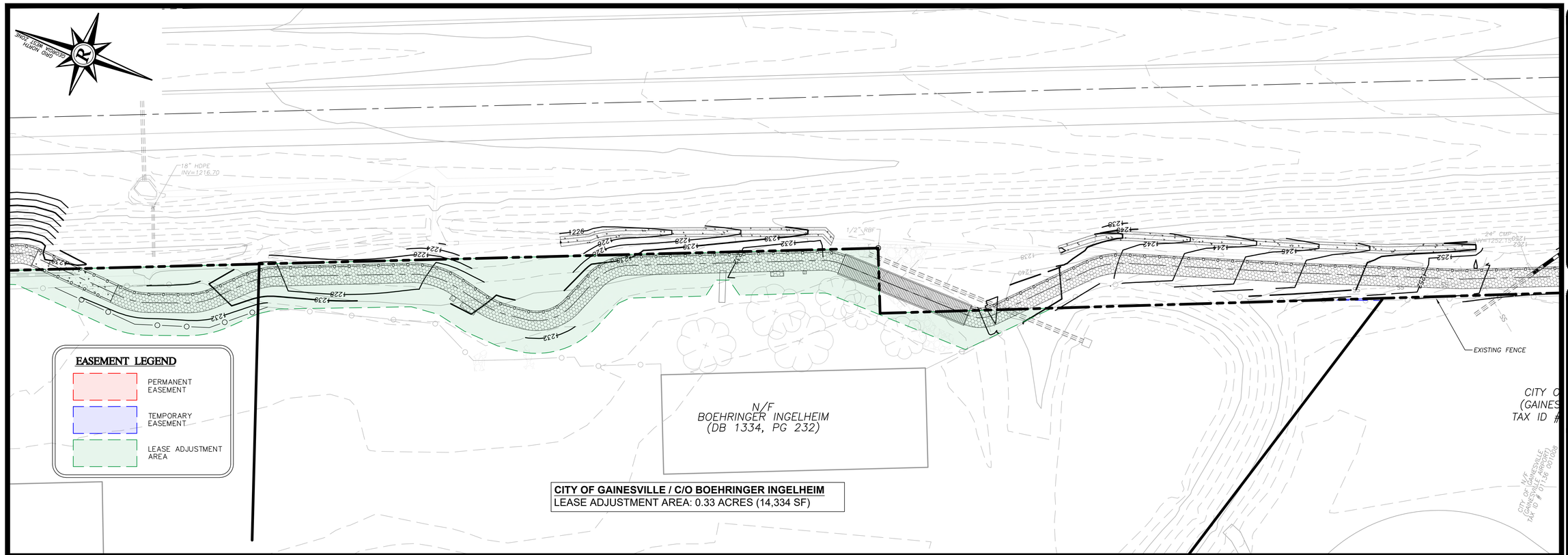

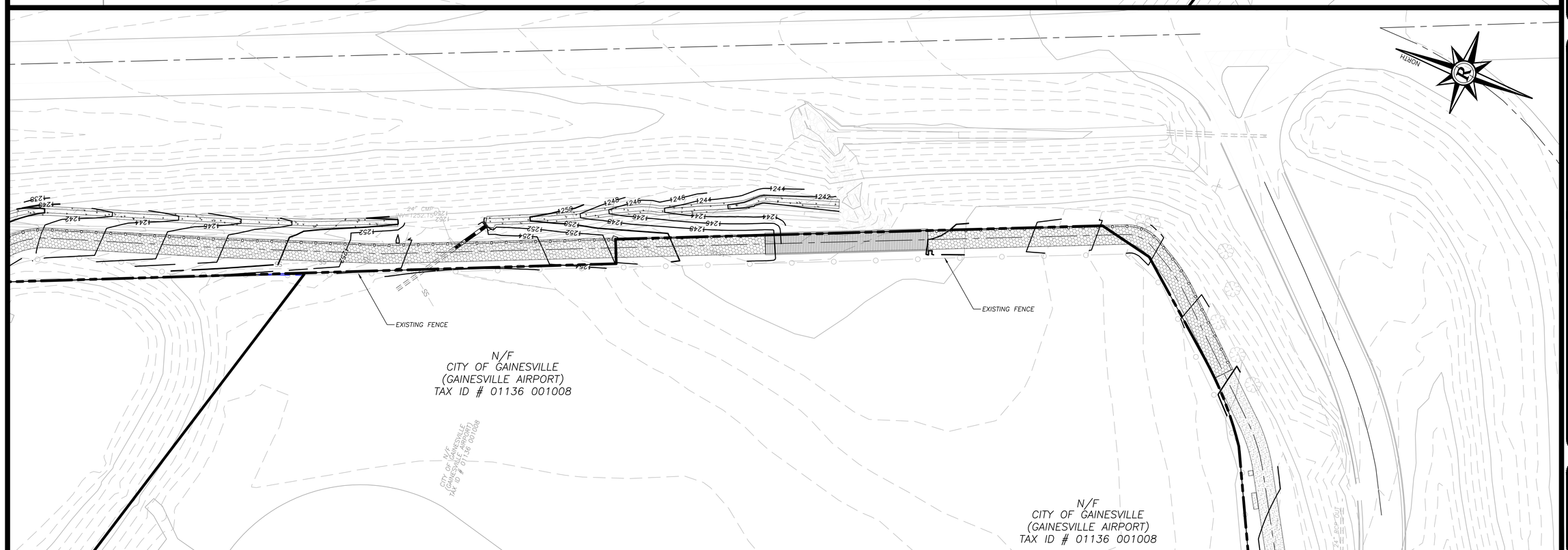

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EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION
		REVISIONS

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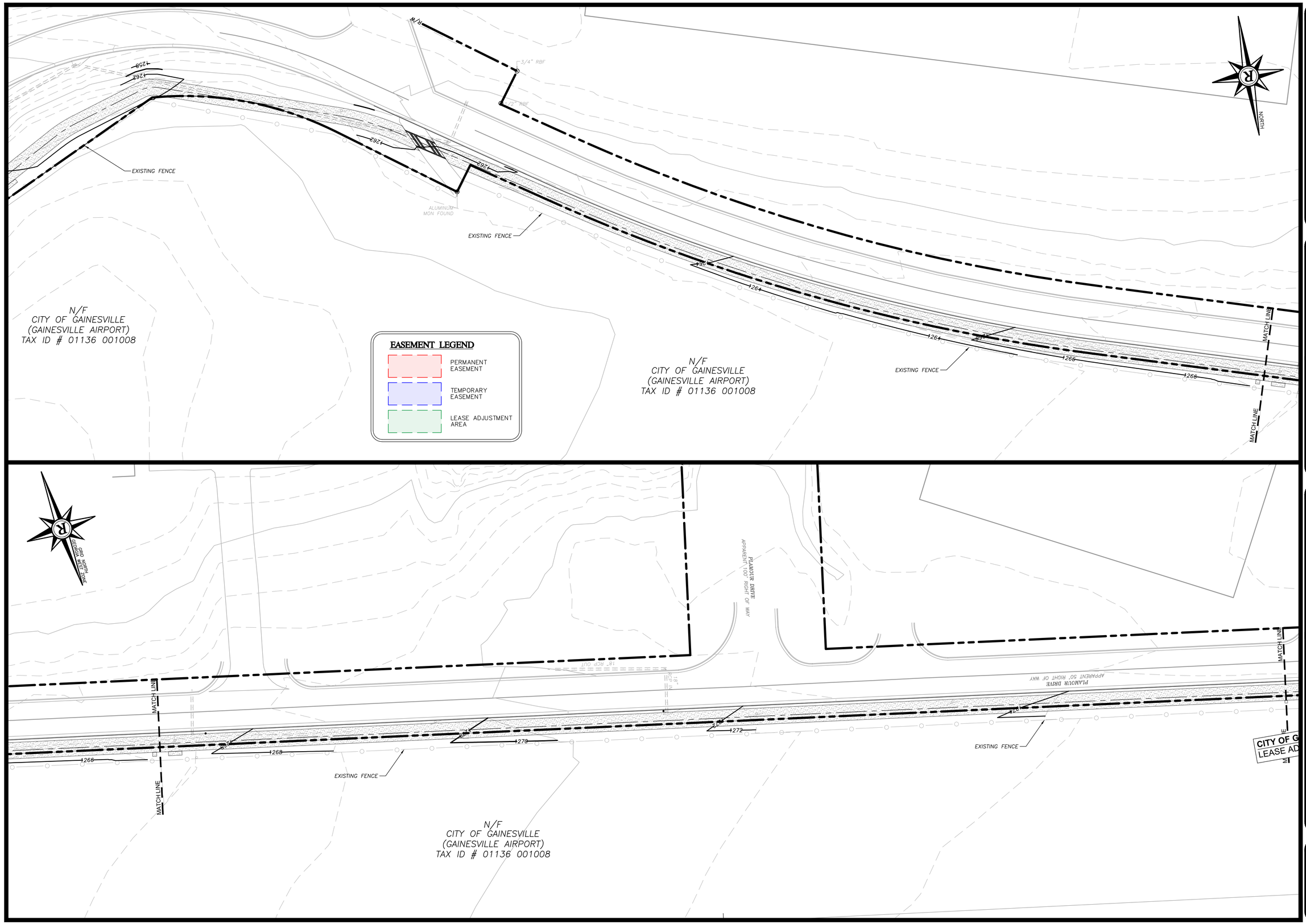
GRAPHIC SCALE
15' 0' 30' 60'

ORGE
No. 41969
PROFESSIONAL
ENGINEER
ALLEN MARGAVICH

SHEET 4 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO. G220128.TRD
DWG NO. CNST.dwg
DRAWN BY: MDS



Rochester | DCCM

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EASEMENT EXHIBIT FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION

REVISIONS

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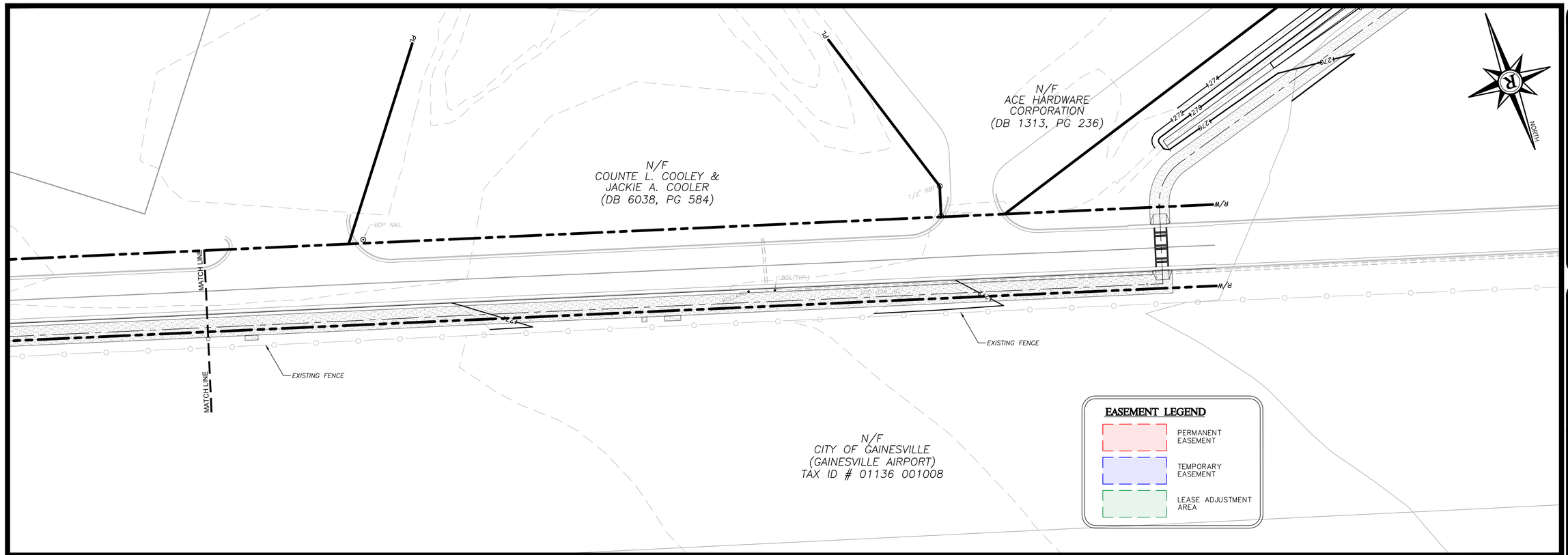
GRAPHIC SCALE
1" = 30'
0' 15' 30' 60'

ORGA
No. 11965
PROFESSIONAL ENGINEER
ALLEN MARGAVICH

SHEET 5 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO. C220128.TRD
DWG NO. CNST.dwg
DRAWN BY: MJS



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EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION

REVISIONS

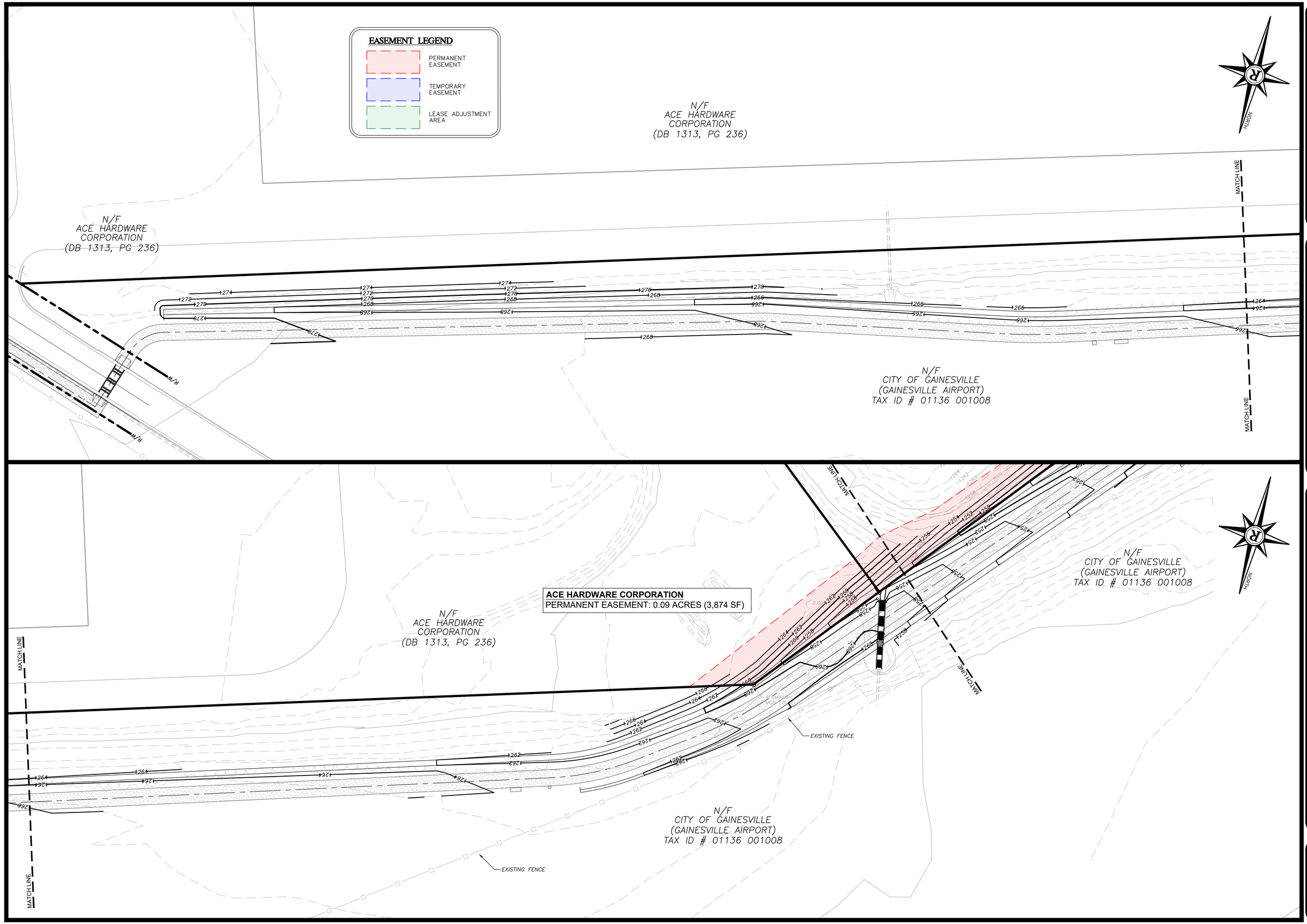
ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN APPROVAL OF ROCHESTER & ASSOCIATES INC. VOIDS THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THE PROFESSIONAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
15' 0' 30' 60'

GEORGIA
No. 31765
PROFESSIONAL ENGINEER
ALLEN MARGAVICH

SHEET 6 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO.: C22012B.TRD
DWG NO.: CNST.dwg
DRAWN BY: MJS



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EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION
		REVISIONS

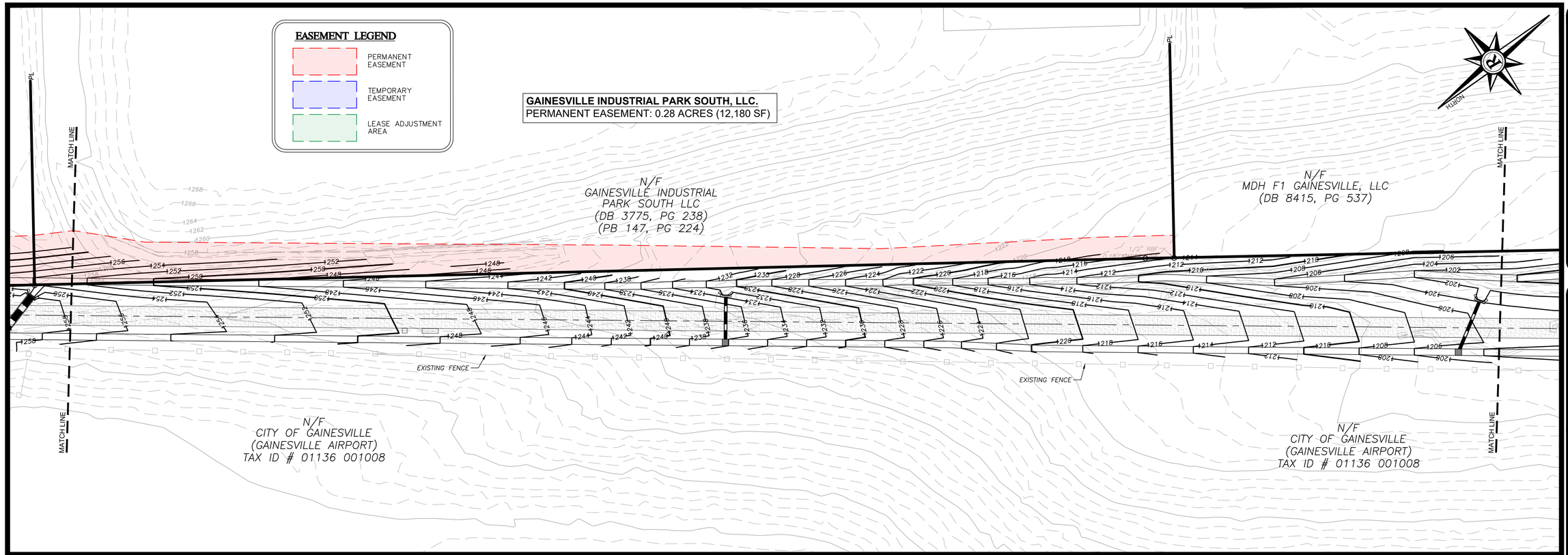
ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN AND VERBAL CONSENT OF ROCHESTER & ASSOCIATES, INC. VOIDS THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THE PROJECT. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

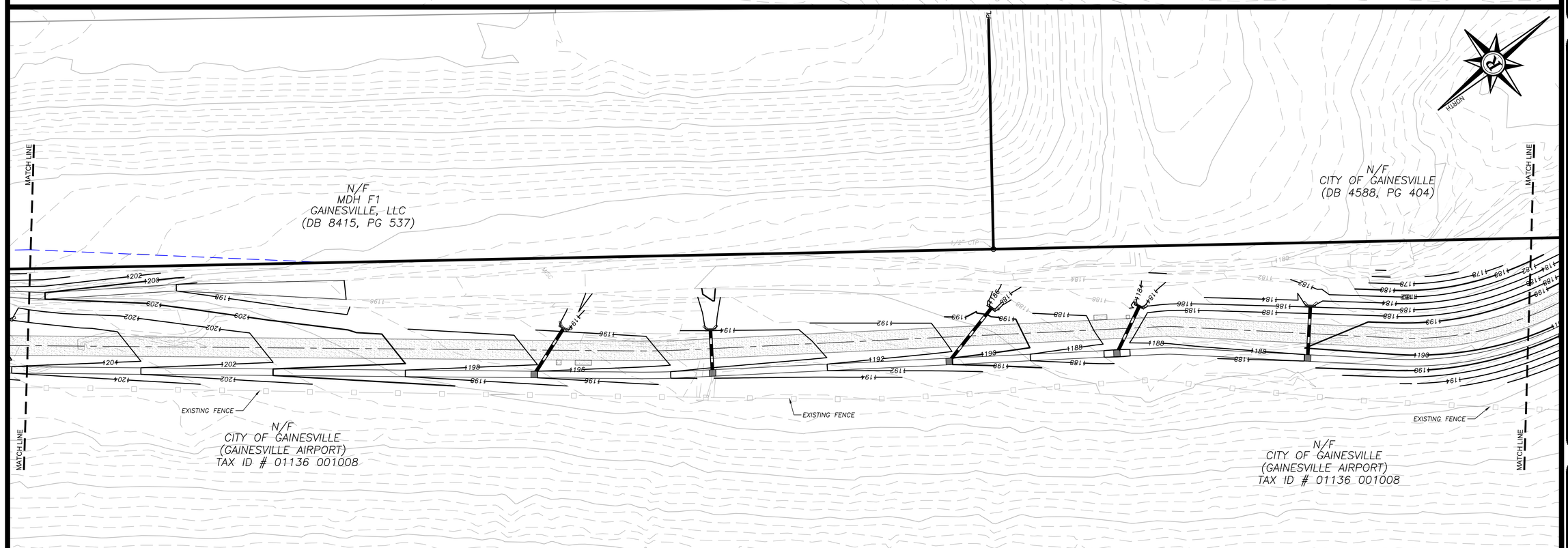
GRAPHIC SCALE
15' 0' 30' 60'

GEORGIA REGISTERED PROFESSIONAL ENGINEER
No. 41169
ALLEN MARGAVICH

SHEET 7 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO. G220128.TRD
DWG NO. CNST.dwg
DRAWN BY: MDS





Rochester & Associates, LLC
Rochester | DCCM
425 E. 5th St NW, Gainesville, GA 30501
770.718.8600 p | www.rochester-assoc.com

EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION
		REVISIONS

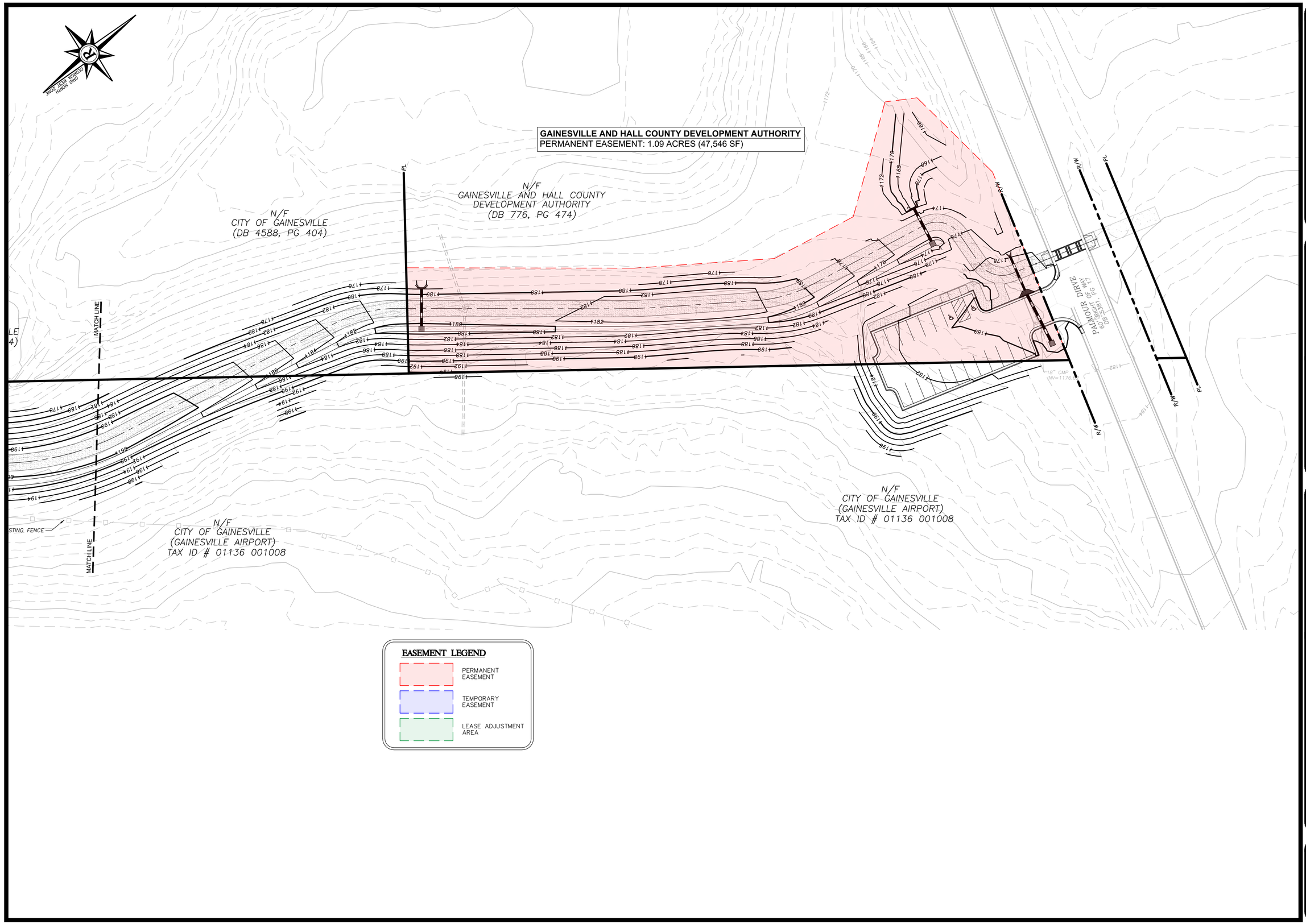
ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN CONSENT OF ROCHESTER & ASSOCIATES INC. VOIDS THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THE PROFESSIONAL SERVICES PROVIDED ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
15' 0' 30' 60'

ORIGINAL
No. 41169
PROFESSIONAL ENGINEER
ALLEN MARGAVICH

SHEET 8 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO. C220128.TRD
DWG NO. CNST.dwg
DRAWN BY: MJCS



Rochester | DCCM

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EASEMENT EXHIBIT
FOR:

GAINESVILLE CONNECTOR TRAIL
HIGHLANDS TO ISLANDS TRAIL SYSTEM

LAND LOT/DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION

REVISIONS

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN APPROVAL OF ROCHESTER & ASSOCIATES, INC. VOIDS THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THE WORK. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
1.5' 0' 30' 60'

GEORGIA
No. 31765
PROFESSIONAL ENGINEER
ALLEN MARGAVICH

SHEET 9 OF 9

DATE: 2/20/2024
SCALE: 1"=30'
JOB NO. G22012B.TRD
DWG NO. LR05.dwg
DRAWN BY: MDS

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	June 10, 2024
Date Submitted:	June 10, 2024
Final Approval Date:	June 11, 2024
Presenter:	Bryan Lackey, City Manager
Item of Business:	Resolution: TSPLOST Intergovernmental Agreement
Meeting Date:	June 13, 2024

Purpose of Request:
To authorize a Transportation Special Purpose Local Option Sales and Use Tax (TSPLOST) intergovernmental agreement between Hall County and the Municipalities within Hall County.

Facts & Issues / History & Background:

Department Recommendation:
Adopt the resolution.

Department Director:
Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: TSPLOST Intergovernmental Agreement
2. Exhibit A: TSPLOST IGA - 2024 - 6 Year Revision 5.31

RESOLUTION BR-2024 - ___

TSPLOST INTERGOVERNMENTAL AGREEMENT

WHEREAS, the Georgia General Assembly through Chapter 8 of Title 48 of the Official Code of Georgia, authorizes the imposition of a single county Transportation Special Purpose Local Option Sales and Use Tax (TSPLOST) to fund authorized transportation purposes for the use and benefit of Hall County and Municipalities within Hall County, including the City of Gainesville; and

WHEREAS, in accordance with O.C.G.A. § 48-8-262(a)(1), Hall County and its Municipalities have determined that neither the region nor the majority of counties in the region have proposed a referendum on a regional special district transportation sales and use tax; and

WHEREAS, the governing authorities of Hall County and the Municipalities within Hall County met together on May 10, 2024, to discuss possible projects and purposes for inclusion in the Transportation Special Purpose Local Option Sales and Use Tax referendum in conformity with the requirements of O.C.G.A. § 48-8-262(a)(2); and

WHEREAS, Hall County and the Municipalities within Hall County desire to execute an Intergovernmental Agreement in order to place before the voters of Hall County the question whether a Transportation Special Purpose Local Option Sales and Use Tax should be utilized as a tool to help manage transportation challenges.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville does hereby approve the Transportation Special Purpose Local Option Sales Tax Intergovernmental Agreement, which is as attached hereto as Exhibit "A," and authorizes the Mayor, City Manager, and City Attorney to execute an agreement in substantially the same form as the Agreement attached hereto as Exhibit "A" on behalf of the City of Gainesville, Georgia, as well as any and all such other documents as may be necessary to effectuate the provisions of said Agreement.

Adopted this _____ day of _____, 2024.

_____

W. Samuel Couvillon, Mayor

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

_____

Denise O. Jordan, City Clerk

4854-2634-3111, v. 2

STATE OF GEORGIA
COUNTY OF HALL

TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES AND USE TAX INTERGOVERNMENTAL AGREEMENT

This Intergovernmental Agreement (the "Agreement") is made this _____ day of June, 2024 by and among Hall County, Georgia (hereinafter the "County"), a political subdivision of the State of Georgia, the Town of Braselton, Georgia, a municipal corporation, the City of Buford, Georgia, a municipal corporation, the Town of Clermont, Georgia, a municipal corporation, the City of Flowery Branch, Georgia, a municipal corporation, the City of Gainesville, Georgia, a municipal corporation, the City of Gillsville, Georgia, a municipal corporation, the City of Lula, Georgia, a municipal corporation, the City of Oakwood, Georgia, a municipal corporation, and the City of Rest Haven, a municipal corporation (hereinafter the "Municipalities"), acting pursuant to validly adopted approvals by their respective governing bodies. The County and the Municipalities do hereby agree as follows:

WITNESSETH:

WHEREAS, Hall County and its Municipalities constitute the regional hub for Northeast Georgia with regard to the provision of medical care, banking services, and commerce; and

WHEREAS, the location of Lake Lanier in Hall County has fueled exceptional tourism opportunities within Hall County and its Municipalities; and

WHEREAS, Interstate 985 traverses Hall County and has experienced an unprecedented increase in vehicle trips per day during the last decade, bringing residents from neighboring counties into Hall County and its Municipalities; and

WHEREAS, one of the main railroad lines in the nation traverses Hall County, and Hall County is partnering with the state and federal governments to create an inland port in Hall County along the railroad line; and

WHEREAS, the creation of the inland port will significantly increase the transportation of goods, commodities, and materials through Hall County and its Municipalities; and

WHEREAS, numerous state routes provide connectivity among Hall County, its Municipalities, and major transportation corridors such as Interstate 85 and Georgia 400, and such transportation corridors provide direct access to the Interstate System serving the Southeastern United States; and

WHEREAS, Hall County and its Municipalities are experiencing rapid population growth as new residents determine that Hall County and its Municipalities provide outstanding opportunities to live, work, and play; and

WHEREAS, economic development activities within Hall County and its Municipalities are providing incentives for residents from neighboring counties to seek employment within Hall County and its Municipalities; and

WHEREAS, all of these factors have resulted in the need for Hall County and its Municipalities to explore alternatives to place before their residents regarding transportation improvements; and

WHEREAS, one such alternative is found in Article 5A of Chapter 8 of Title 48 of the Official Code of Georgia Annotated, as amended (the "Act"), which authorizes the imposition of a single county Transportation Special Purpose Local Option Sales and Use Tax (the "TSPLOST") to fund authorized transportation purposes for the use and benefit of the County and qualified Municipalities within the County; and

WHEREAS, in accordance with Official Code of Georgia Annotated § 48-8-262(a)(l), the County and its Municipalities have determined that neither the region nor the majority of counties in the region have proposed a referendum on a regional special district transportation sales and use tax; and

WHEREAS, the governing authorities of the County and the Municipalities hereby agree, subject to the approval of the voters of the Special District in a Referendum, to levy a Transportation Special Purpose Local Option Sales and Use Tax and further agree that the rate of the tax shall be 1 percent; and

WHEREAS, the governing authorities of the County and the Municipalities met together on May 10, 2024 to discuss possible projects and purposes for inclusion in the Transportation Special Purpose Local Option Sales and Use Tax Referendum and to discuss the rate of the tax in conformity with the requirements of Official Code of Georgia Annotated § 48-8-262(a)(2); and

WHEREAS, the County and its Municipalities desire to execute an Intergovernmental Agreement in order to place before the voters of Hall County the question whether a Transportation Special Purpose Local Option Sales and Use Tax should be utilized as a tool to help manage transportation challenges;

NOW THEREFORE, in consideration of the premises and undertakings hereinafter set forth, it is agreed by and among the County and the Municipalities as follows:

Section 1. Representations of the Parties.

Each party hereto makes the following representations and warranties which are specifically relied upon by all other parties as a basis for entering into this Agreement:

A. The County and its Municipalities hereby agree, subject to the approval of the voters of the Special District in a Referendum, to levy a Transportation Special Purpose Local Option Sales and Use Tax and further agree that the rate of the tax shall be 1 percent.

B. The County agrees that if the governing authorities of all of the Municipalities within the Special District approve and execute this Agreement on or before July1, 2024, the County will take the actions necessary to call an election, to be held in all of the voting precincts in Hall County on November 5, 2024, for the purpose of submitting to the qualified voters of the Special District for their approval the question whether or not a Transportation Special Purpose Local Option Sales and Use Tax of one percent shall be imposed on all sales and uses subject to the sales and use tax in the Special District of Hall County, as authorized by the Act for six years (24 calendar quarters) commencing on April 1, 2025 for the purpose of funding specified Projects (hereinafter more fully referred to and defined). The amount of net proceeds to be raised by the Transportation Special Purpose Local Option Sales and Use Tax is estimated to be $390,000,000 (Three Hundred and Ninety Million Dollars).

C. The Municipalities are legally chartered municipal corporations as defined by law and judicial interpretation. During a public meeting of its governing board, conducted in compliance with the Open Meetings Act, Official Code of Georgia Annotated § 50-14-1, et seq., each of the Municipalities validly approved the execution of this Agreement.

D. The County is a political subdivision of the State of Georgia created and existing under the Constitution and laws of the State. During a public meeting conducted in compliance with the Open Meetings Act, Official Code of Georgia Annotated § 50-14-1, et seq., the County approved the execution of this Agreement.

E. It is the intention of the County and the Municipalities to comply in all respects with Official Code of Georgia Annotated § 48-8-260 et seq., as amended most recently during the 2024 Legislative Session, and all provisions of this Agreement shall be construed in light of Official Code of Georgia Annotated § 48-8-260, et seq. as so amended.

Section 2. Conditions Precedent.

The obligations of all parties under this Agreement are contingent upon the following prior events:

A. The approval and execution of this Agreement by all Municipalities located wholly or partially within Hall County on or before July 2, 2024.

B. If all Municipalities do not approve and execute this Agreement on or before July 2, 2024, this Agreement shall be null and void. In such event, an alternate Agreement having a term of five years is being simultaneously executed by the County and certain Municipalities whose population within the Special District is more than fifty percent of the total population of that portion of all Hall County Municipalities located in the Special District. Pursuant to the alternate Agreement, the percentage of the proceeds of the tax collected that each absent municipality shall receive is stated with specificity, and such percentage of the proceeds of the tax collected which shall be received by each absent municipality shall not be less than the absent municipality minimum percentage as set forth in Official

Code of Georgia Annotated Section 48-8-262(c), as amended by House Bill 946 during the 2024 Legislative Session.

C. The adoption of a Resolution by the Board of Commissioners of Hall County authorizing the imposition of the Transportation Special Purpose Local Option Sales and Use Tax and calling the necessary election in accordance with the provisions of Official Code of Georgia Annotated § 48-8-262(d).

D. The approval of the Transportation Special Purpose Local Option Sales and Use Tax by a majority of the voters in the Special District of Hall County voting in the election (for those purposes) to be held in accordance with the provisions of Official Code of Georgia Annotated § 48-8-263.

E. This Agreement is further contingent upon the collection of Transportation Special Purpose Local Option Sales and Use Tax revenues by the State of Georgia Department of Revenue and its transfer of the same to the County.

Section 3. Rate of Tax: Estimated Amount; Effective Date and Term of the Tax.

The Transportation Special Purpose Local Option Sales and Use Tax, subject to approval in an election to be held on November 5, 2024, shall be imposed at the rate of one percent (1%). The total estimated dollar amount for the net proceeds of the tax is $390,000,000 (Three Hundred and Ninety Million Dollars). The maximum period of time for which the tax shall be imposed is six years, beginning on April 1, 2025 and ending on the final day of the six-year period. The maximum amount of net proceeds to be raised by the Transportation Special Purpose Local Option Sales and Use Tax shall correspond to the period of time that the Transportation Special Purpose Local Option Sales and Use Tax shall be imposed. Hall County and its Municipalities intend for the maximum amount of net proceeds to be raised by the Transportation Special Purpose Local Option Sales and Use Tax to be the maximum amount of net proceeds allowed by law, specifically in accordance with House Bill 934 which became effective on May 2, 2022 and House Bill 946 which became effective on May 6, 2024. The tax shall cease to be imposed on the final day of the maximum period of time allowed by law, six years, pursuant of Official Code of Georgia Annotated Section 48-8-262(d)(2)(C), as amended by House Bill 946 during the 2024 Legislative Session, unless sooner required by law.

Section 4. Effective Date and Term of This Agreement.

This Agreement shall commence upon the date of its execution by Hall County and all Municipalities and shall terminate upon the latter of:

A. The official declaration by the Board of Elections and Registration of Hall County of the failure of the election described in this Agreement; or

B. The expenditure by the County and the Municipalities of the last dollar of money collected from the Transportation Special Purpose Local Option Sales and Use Tax even if such

expenditure is made after the expiration of the Transportation Special Purpose Local Option Sales and Use Tax collection period.

Section 5. Purposes and Projects, Priority and Order of Funding.

A. In recognition of the need for transportation improvements across Hall County and its Municipalities, the parties agree that the estimated total net proceeds ($390,000,000) shall be utilized for the following transportation purposes (the "Purposes"): roads, streets, bridges, including without limitation road, street, and bridge purposes pursuant to paragraph (1) of subsection (b) of Official Code of Georgia Annotated Section 48-8-121, trails, roundabouts, sidewalks, traffic signals, and all accompanying infrastructure and services necessary to provide access to these transportation facilities.

B. The transportation Projects to be funded in whole or in part from Transportation Special Purpose Local Option Sales and Use Tax proceeds (the "Projects"), are listed in Exhibit A, which is attached hereto and made part of this Agreement. The parties acknowledge and agree that at least 30% of the estimated revenues are being expended on Projects that are consistent with the Statewide Strategic Transportation Plan as defined in Official Code of Georgia Annotated § 32-2-22.

C. All transportation Purposes included in this Agreement shall be funded from proceeds from the tax except as otherwise agreed. The Projects and Purposes described herein shall be funded from Transportation Special Purpose Local Option Sales and Use Tax proceeds as provided in this Agreement, and as specified in Exhibit A. Each party shall have the sole discretion to reduce the scope of a Project in the event of a funding shortfall.

D. No general obligation debt is to be issued in conjunction with the imposition of the tax.

Section 6. Transportation Special Purpose Local Option Sales and Use Tax Funds; Separate Accounts; No Commingling.

A. A special fund or account shall be created by the County and designated as the 2025 Hall County Special District Mass Transportation Special Purpose Local Option Sales and Use Tax Fund (the "County Transportation Special Purpose Local Option Sales and Use Tax Fund"). The County shall select a bank which shall act as a depository and custodian of the County Transportation Special Purpose Local Option Sales and Use Tax Fund upon such terms and conditions as may be acceptable to the County.

B. Each Municipality shall create a special fund to be designated as the 2025 [Municipality name] Special District Mass Transportation Special Purpose Local Option Sales and Use Tax Fund (each a "Municipal Transportation Special Purpose Local Option Sales and Use Tax Fund"). Each Municipality shall select a bank which shall act as a depository and custodian of the Transportation Special Purpose Local Option Sales and Use Tax proceeds received by each Municipality upon such terms and conditions as may be acceptable to the Municipality.

C. All Transportation Special Purpose Local Option Sales and Use Tax proceeds shall be maintained by the County and each Municipality in the separate accounts or funds established pursuant to this Section. Transportation Special Purpose Local Option Sales and Use Tax proceeds shall not be commingled with other funds of the County or the Municipalities and shall be used exclusively for the purposes detailed in this Agreement. No funds other than Transportation Special Purpose Local Option Sales and Use Tax proceeds shall be placed in such accounts.

Section 7. Allocation and Disbursement of Transportation Special Purpose Local Option Sales and Use Tax Proceeds.

A. Upon receipt by the County of Transportation Special Purpose Local Option Sales and Use Tax proceeds collected by the State Department of Revenue, the County shall immediately deposit said proceeds in the Transportation Special Purpose Local Option Sales and Use Tax Fund. The monies in the Transportation Special Purpose Local Option Sales and Use Tax Fund shall be held and applied to the cost of acquiring, constructing and installing the Projects that have been designated as Major Projects by the County and all Municipalities (hereinafter the "Major Projects") and the County capital outlay projects listed in Exhibit A and as provided in Paragraph B of this Section. In the event that a Major Project is specifically designated herein to be administered by a specific Municipality, the County shall, within 30 days of receipt of funds from the State Revenue Commissioner, transfer the funds designated for such Major Project to the designated Municipality on a pro-rata basis with Major Projects to be administered by the County and other specifically designated Municipalities according to the amount of proceeds received each month for Major Projects. The following Major Projects have been specifically designated in Exhibit A to be administered by specific Municipalities:

Ridge Road Corridor Improvements – Administered by the City of Gainesville

Park Hill Drive Intersection Improvements – Administered by the City of Gainesville

Hilton Drive Extension – Administered by the City of Gainesville

Frazer Road Corridor Improvements – Administered by the City of Buford

Mulberry Street Connector - Administered by the City of Flowery Branch

Old Oakwood Road at Balus Creek Road Culvert Replacement and Road Alignment) – Administered by the City of Oakwood

Main Street, Flat Creek, and Old Oakwood Road Intersection – Administered by the City of Oakwood

B. The County, following each monthly deposit of the Transportation Special Purpose Local Option Sales and Use Tax proceeds in the Transportation Special Purpose Local Option Sales and Use Tax Fund, shall reserve $4,333,333.33 (Four Million Three Hundred Thirty-Three Thousand Three Hundred Thirty-Three and 33/100 Dollars) of the monthly Transportation Special Purpose Local Option Sales and Use Tax proceeds received to pay the cost of the Major Projects to be administered by the County or specifically designated Municipalities as set forth in Exhibit A to this Agreement on a pro rata basis determined by the percentage of the individual Project as a portion of Major Projects. For example, the percentage of the Project known as the Mulberry Street Connector is 0.0080 percent compared to the total Major Projects List, as shown on Exhibit A, so each month Hall County would disburse the sum of $34,722.22 to the City of Flowery Branch from the Major Projects reserve to facilitate the City of Flowery Branches administration of the construction of the Mulberry Street Connector Project, assuming that at least $4,333,333.33 is received as TSPLOST proceeds from the State Revenue Commissioner for that month. If at least $4,333,333.33 is not received for the month, then the distribution by Hall County to the City of Flowery Branch for that month would be 0.0080 percent of the funds received by Hall County from the State Revenue Commissioner for that month. Additionally, if the net proceeds from the Transportation Special Purpose Local Option Sales Tax exceed the sum of $4,333,333.33 for the month, the County shall disburse to each Municipality its pro-rata allocation of the remaining monthly Transportation Special Purpose Local Option Sales and Use Tax net proceeds received, within thirty (30) days of the County's receipt of such Transportation Special Purpose Local Option Sales and Use Tax proceeds. The County or the specifically designated Municipality shall expend the monies reserved for Major Projects to construct and install such Major Projects. The County and the Municipalities shall receive a pro-rata allocation of the remaining Transportation Special Purpose Local Option Sales and Use Tax net proceeds, after the allocation for the Major Projects, on a monthly basis in accordance with the table below. The aggregate net remaining Transportation Special Purpose Local Option Sales and Use Tax proceeds are estimated to be $78,000,000 (Seventy-Eight Million Dollars) over the six (6) year period.

Project	**County/Municipality**	**Pro Rata %**	**Estimated Cost**
County Projects (excluding Major Projects)	Unincorporated Hall County	42.5000%	33,150,000
Braselton	Braselton	3.9981%	3,118,497
Flowery Branch	Flowery Branch	9.7953%	7,640,319
Gainesville	Gainesville	29.9856%	23,388,730
Buford	Buford	3.3984%	2,650,723
Gillsville	Gillsville	0.4998%	389,812
Clermont	Clermont	1.3993%	1,091,474
Oakwood	Oakwood	5.3974%	4,209,971
Lula	Lula	2.9986%	2,338,873
Rest Haven	Rest Haven	0.0277%	21,600
			$44,850,000

Notwithstanding the foregoing, once the County has deposited the aggregate amount of $312,000,000 (Three Hundred Twelve Million Dollars) (the total estimated cost of the Major Projects) into the account for the payment of the cost of the Major Projects, the County shall make no further deposits of Transportation Special Purpose Local Option Sales and Use Tax proceeds into such account for Major Projects. As among the Major Projects, the County, or the applicable specifically designated Municipality, may allocate excess proceeds not needed for a particular Major Project, once satisfactorily completed, to one or more other Major Projects as determined by the County, or with regard to Major Projects to be administered by a specifically designated Municipality, the specifically designated Municipality may allocate excess proceeds for such Major Project administered by such Municipality to other Major Projects administered by such Municipality or to Major Projects administered by the County. If the final, actual aggregate cost of the Major Projects is less than $312,000,000, any excess proceeds designated for Major Projects shall be disbursed in the same manner as the remaining Transportation Special Purpose Local Option Sales and Use Tax proceeds are to be disbursed as set forth in the table above.

Proceeds over and above the amount estimated to be received pursuant to this Referendum (herein, "Excess Proceeds") shall be allocated in accordance with the table above and shall be used solely for the Purposes listed herein. Each party shall expend its portion (determined using the percentages set forth in the table above) of Excess Proceeds from the Transportation Special Purpose Local Option Sales and Use Tax on one or more of its Projects set forth in Exhibit A of this Agreement.

C. No Purpose or Project will be given preference in the funding and distribution process in such a way that the monthly distribution formula set forth herein is affected. Each party to this Agreement shall determine the priority or order in which its designated transportation purposes will be fully or partially funded based upon the distribution formula set forth in this Agreement. Each party's determination of the priority or order of funding for its transportation purposes shall be based on the extent to which a Project is ready to be initiated, the most recently updated assessment of the transportation needs of the applicable party, and practical considerations regarding the effect of the Project upon the traffic flow within the jurisdiction. The parties anticipate that Projects may be funded concurrently so as to maximize the impact of the Transportation Special Purpose Local Option Sales and Use Tax proceeds on the transportation needs of Hall County and its Municipalities.

D. The disbursement of proceeds from the Transportation Special Purpose Local Option Sales Tax referenced in this Agreement shall account for 100 percent of the Tax proceeds.

E. Should any Municipality cease to exist as a legal entity before all funds are distributed under this Agreement, that Municipality's share of the funds subsequent to dissolution shall be paid to the County as part of the County's share, unless an act of the Georgia General Assembly makes the defunct Municipality part of another successor Municipality. If such an act is passed, the defunct Municipality's share shall be paid to the successor Municipality in addition to all other funds to which the successor Municipality would otherwise be entitled.

Section 8. Project Monitoring, Record Keeping and Reporting, Audits.

A. All parties to this Agreement shall promptly move forward with the acquisition and construction of the Projects in an efficient and economical manner and at a reasonable cost in conformity with all applicable laws, ordinances, rules and regulations of any governmental authority having jurisdiction over the Projects.

B. The governing authority of the County and the governing authority of each of the Municipalities shall comply with the requirements of Official Code of Georgia Annotated § 48-8-269.5(a)(2), which requires that the governing authority of each county and the governing authority of each qualified municipality receiving any proceeds from the tax under this part to maintain a record of each and every purpose for which the proceeds of the tax are used. A schedule shall be included in each annual audit which shows for each purpose in the resolution calling for imposition of the tax the original estimated cost, the current estimated cost if it is not the original estimated cost, amounts expended in prior years, and amounts expended in the current year. The auditor shall verify and test expenditures sufficient to provide assurances that the schedule is fairly presented in relation to the financial statements. The auditor's report on the financial statements shall include an opinion, or disclaimer of opinion, as to whether the schedule is presented fairly in all material respects in relation to the financial statements taken as a whole. Certain information must be included in the annual audit of the County or each of the Municipalities during the term of this Agreement. The distribution and use of all Transportation Special Purpose Local Option Sales and Use Tax proceeds deposited in the County Transportation Special Purpose Local Option Sales and Use Tax Fund and each Municipal Transportation Special Purpose Local Option Sales and Use Tax Fund shall be audited annually by an independent certified public accounting firm. The County and the Municipalities agree to cooperate with the independent certified public accounting firm in any audit by providing all necessary information. Each Municipality shall provide the County with a copy of its annual audit.

C. The governing authority of the County and the governing authority of each of the Municipalities shall comply with the requirements of Official Code of Georgia Annotated § 48-8-269.6, which requires the publication of annual reports concerning expenditures for the Purposes.

D. The County and Municipalities agree to maintain thorough and accurate records concerning receipt of Transportation Special Purpose Local Option Sales and Use Tax proceeds and expenditures for each Project or Purpose undertaken by the County or respective Municipality as required to fulfill the terms of this Agreement.

Section 9. Completion of Projects.

A. The County and the Municipalities acknowledge that the costs shown for each Purpose described in Exhibit A are estimated amounts.

B. When the County or a Municipality, as applicable, confirms that all of its Projects are completed, any excess proceeds held by the confirming County or Municipality shall, for the purposes of this Agreement, be deemed excess funds and disposed of as follows: Excess Proceeds subject to this subsection shall be used solely for the purpose of reducing any indebtedness of the County or the applicable qualified Municipality within the Special District. If there is no such indebtedness or if the Excess Proceeds exceed the amount of any such indebtedness, then the Excess Proceeds shall next be paid into the general fund of such County or the applicable qualified Municipality, it being the intent that any funds so paid into the general fund of such County or applicable qualified Municipality be used for the purpose of reducing ad valorem taxes according to Official Code of Georgia Annotated § 48- 8-269.5(f)(2).

Section 10. Project Management.

The County, or the applicable Municipality for municipal projects to be administered by such Municipality, may contract for Project Management regarding its Major Projects, and Project Management shall be funded from Transportation Special Purpose Local Option Sales and Use Tax proceeds. Project Management shall be performed by one or more persons or entities, and the Project Management function shall work out of the Gainesville-Hall Metropolitan Planning Organization (hereinafter "MPO") office structure. The total annual compensation for the Project Management function described in this paragraph, including wages and benefits, if applicable, shall not exceed $300,000 (Three Hundred Thousand Dollars). Municipalities may request that the Project Management function described in this paragraph be used for certain Municipal Projects which are not designated as Major Projects. In such event, the Municipality shall contract with the Project Management person or entity described in this paragraph for the specific services to be performed.

Section 11. Delegation of Authority for Certain Amendments.

Hall County hereby delegates to its Chairman of the Board of Commissioners, and each Municipality hereby delegates to its Chief Elected Official, the authority to execute any amendment to this Agreement other than an amendment that changes the Transportation Projects herein or an amendment that changes the monetary distribution of net proceeds to any jurisdiction which is a Party to this Agreement. As a result of the logistical challenges to execution of an intergovernmental agreement concerning a Transportation Special Purpose Local Option Sales and Use Tax, the Parties agree that the delegation of authority pursuant to this paragraph is necessary in order to facilitate the execution of this Agreement by the County and all Municipalities. In order for an amendment pursuant to this Section to be valid, such amendment must be signed by the designated official of the County and all Municipalities.

Section 12. Citizen Review Committee.

A. The County and Municipalities agree that the members of the Citizen Review Committee, which is reviewing expenditures for SPLOST VII and SPLOST VIII Projects, shall also

review the Projects and Purposes set forth in this Agreement.

B. The Citizen Review Committee will represent the interests of the citizens of the County and its Municipalities and shall receive and review periodic status reports concerning all Projects and Purposes to be funded from the net proceeds of the Transportation Special Purpose Local Option Sales and Use Tax Program. The Committee shall review Transportation Special Purpose Local Option Sales and Use Tax Projects and Purposes of the County and Municipalities and shall invite the necessary staff, division directors, department heads, administrators, and appropriate third parties to provide Project and Purpose updates to the Committee.

C. The mission of the Citizen Review Committee is to ensure all Hall County and Municipal Transportation Special Purpose Local Option Sales and Use Tax Program Purposes will be reported and executed in an efficient, transparent, and fully accountable manner in keeping with the purposes of the overall Transportation Special Purpose Local Option Sales and Use Tax Program.

D. Hall County will provide appropriate staff, technical advisors, and meeting facilities to support the Committee's activities.

E. The County Administrator and City Managers or designee(s), as applicable, of the County and Municipalities to this Agreement shall appoint any successor members of the Committee based on the following methodology:

1. The Citizen Review Committee is comprised of nine members, five members appointed by the County Administrator; two members appointed by the City Manager of the City of Gainesville; one member appointed by a majority of the City Managers or designees of Buford, Braselton, Flowery Branch, Oakwood, and Rest Haven; and one member appointed by a majority of the City Managers or designees of Clermont, Gillsville, and Lula.

2. Each member shall serve a four (4) year term. Each committee member selected to serve shall be appointed, or reappointed, every four years by the County and Municipality officials.

3. No individual who holds state, county, or city elected office shall be eligible to serve as a member of the Citizen Review Committee during the term of such elected office, and the position of any member shall be deemed vacant upon such member qualifying as a candidate for elected public office. A member may be removed from the Citizen Review Committee with cause by the appointing official(s). Vacancies which may occur on the Committee shall be filled for the remainder of the unexpired term in the same manner as original appointments.

4. Citizen Review Committee members are expected to serve with integrity and shall adhere to the highest ethical standards. Members who miss two consecutive meetings without reasonable cause or whose annual attendance drops below 50% shall be

deemed to have vacated their seat on the Committee.

Section 13. Default.

The failure of any party to perform its obligations under this Agreement shall constitute an event of default.

Section 14. Liability for Noncompliance.

The County and the Municipalities shall comply with all applicable local, state, and federal statutes, ordinances, rules and regulations. If any Municipality fails to comply with the requirements of the Act (Official Code of Georgia Annotated § 48- 8-260 et seq.), the County shall not be held liable for such noncompliance. No consent or waiver, express or implied, by any party to this Agreement, to any breach of any covenant, condition or duty of another party shall be construed as a consent to, or waiver of, any future breach of the same.

Section 15. Counterparts.

This Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

Section 16. Governing Law.

This Agreement and all transactions contemplated hereby shall be governed by, and construed and enforced in accordance with, the laws of the State of Georgia.

Section 17. Severability.

Should any provision of this Agreement or application thereof to any person or circumstance be held invalid or unenforceable, the remainder of this Agreement or the application of such provision to any person or circumstance, other than those to which it is held invalid or unenforceable, shall not be affected thereby, and each provision of this Agreement shall be valid and enforceable to the full extent permitted by law.

Section 18. Entire Agreement.

This Agreement embodies and sets forth all the provisions and understandings between the parties relative to the Purposes and Projects. There are no provisions, agreements, understandings, representations, or inducements, either oral or written, between the parties other than those hereinabove set forth. Any and all prior provisions, agreements, contracts, or understandings, either oral or written, between the parties relative to the Purposes and Projects are hereby rescinded and superseded by this Agreement. This Agreement specifically supersedes the prior TSPLOST Agreement entered into by most of the Parties to this Agreement during 2023.

Section 19. Amendments.

Except as set forth in Section 11 of this Agreement dealing with delegation of authority for certain amendments, this Agreement shall not be amended or modified except by agreement in writing executed by the governing authorities of the County and all of the Municipalities.

Section 20. Notices.

All notices, demands or requests required or permitted to be given pursuant to this Agreement shall be in writing and shall be deemed to have been properly given or served and shall be effective three days after having been deposited or placed in the United States mail, postage prepaid to the addresses appearing below, or when delivered by hand to the addresses indicated below:

A. Town of Braselton
   PO Box 306
   4982 Highway 53
   Braselton, Georgia 30517
   Attention: Town Manager

B. City of Buford
   2300 Buford Highway
   Buford, Georgia 30518
   Attention: City Manager

C. Town of Clermont
   109 King St.
   Clermont, Georgia 30527
   Attention: Town Clerk

D. City of Flowery Branch
   P.O. Box 757
   5410 Pine Street
   Flowery Branch, Georgia 30542
   Attention: City Manager

E. City of Gainesville
   P.O. Box 2496
   300 Henry Ward Way
   Gainesville, Georgia 30503
   Attention: City Manager

F. City of Gillsville
P.O. Box 25
6288 GA-52
Gillsville, Georgia 30543-0025
Attention: City Clerk

G. City of Lula
6055 Main St.
Lula, Georgia 30554
Attention: Mayor

H. City of Oakwood
P.O. Box 99
4035 Walnut Street
Oakwood, Georgia 30566
Attention: City Manager

I. City of Rest Haven
428 Thunder Road
Buford, Georgia 30518
Attention: City Clerk

J. Hall County
P.O. Box 1435
2875 Browns Bridge Road
Gainesville, Georgia 30503
Attention: County Administrator

Section 21. Public Facilities.

The County and Municipalities agree that each approved Transportation Special Purpose Local Option Sales and Use Tax Project associated with this Agreement shall be maintained as a public facility and in public ownership.

Section 22. Mediation.

The County and the Municipalities agree to submit any controversy arising under this Agreement to mediation as a part of the dispute resolution process. The parties to the mediation shall mutually select a neutral party to serve as mediator. Costs of mediation shall be shared equally among the parties to the mediation.

IN WITNESS WHEREOF, all parties have executed this Agreement on the date indicated herein.

SIGNATURES ON THE FOLLOWING PAGES

HALL COUNTY, GEORGIA

By: _____
Richard Higgins, Chairman, Board of Commissioners

Attest:

_____ _____
Jennifer Rivera, Clerk Date

Approved as to Form:

_____
William J. Linkous, III, County Attorney

TOWN OF BRASELTON

By: _____
Honorable Kurt Ward, Mayor

Attest:

_____ _____
Jennifer Scott, City Clerk Date

Approved as to Form:

_____
Gregory Jay, Town Attorney

CITY OF BUFORD

By: _____
Honorable Phillip Beard, Chairman, Buford City Commission

Attest:

_____ _____
Kim Wolfe, City Clerk Date

Approved as to Form:

_____
Gregory Jay, City Attorney

TOWN OF CLERMONT

By: _____
Honorable James E. Nix, Mayor

Attest:

_____ _____
Amy Lomax, City Clerk Date

Approved as to Form:

_____
David Syfan, City Attorney

CITY OF FLOWERY BRANCH

By: _____
Honorable Ed Asbridge, Mayor

Attest:

_____ _____
Shelia Cooper, City Clerk Date

Approved as to Form:

_____
Karen G. Thomas, City Attorney

CITY OF GAINESVILLE

By: _____
Honorable W. Sam Couvillon, Mayor

Attest:

_____ _____
Denise O. Jordan, City Clerk Date

Approved as to Form:

_____
Abbott S. Hayes, Jr., City Attorney

CITY OF GILLSVILLE

By: _____
Honorable Wade Dale, Mayor

Attest:

_____ _____
Sandra Helton, City Clerk Date

Approved as to Form:

_____
David Syfan, City Attorney

CITY OF LULA

By: _____
Honorable Joe Thomas, Mayor

Attest:

_____ _____
Tangee Puckett, City Clerk Date

Approved as to Form:

_____
Joey Homans, City Attorney

CITY OF OAKWOOD

By: _____
Honorable Lamar Scroggs, Mayor

Attest:

Mai Chang, City Clerk Date

Approved as to Form:

_____
Donald Hunt, City Attorney

CITY OF REST HAVEN

By: _____
Honorable Kenneth Waycaster, Mayor

Attest:

_____ _____
Monica Montgomery, City Clerk Date

Approved as to Form:

_____
Gregory Jay, City Attorney

EXHIBIT A

TSPLOST Projects		
Description		Amount
Total Estimated Collections		**$ 390,000,000**
Purposes - Construction of roads, bridges, sidewalks, multiuse paths, intersection improvements, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.		
Major Projects (80%)		
Spout Springs Road Widening Phase II	County	$ 40,000,000
McEver Road Widening Phase I	County	58,000,000
White Sulphur Road and Crescent Drive Corridor Improvements	County	52,000,000
Ridge Road Corridor Improvements	Gainesville	40,000,000
Park Hill Drive Intersection Improvements	Gainesville	11,000,000
Hilton Drive Extension	Gainesville	26,000,000
McEver Road Intersection Improvements	County	10,000,000
SR 365 Safety Improvements	County	20,000,000
SR 369/Browns Bridge Road Corridor Improvements/Widening	County	35,846,000
Little Five Points Intersection	County	2,500,000
Mt Vernon Road and Rilla Road Intersection	County	3,000,000
Mt Vernon Road and Jim Hood Road Intersection	County	2,500,000
Memorial Park Drive and Atlanta Highway Intersection	County	4,000,000
Thompson Mill Road Improvements	County	1,000,000
Frazer Road Corridor Improvements	Buford	1,504,000
Mulberry Street Connector	Flowery Branch	2,500,000

Old Oakwood Road at Balus Creek Road Culvert Replacement and Road Alignment	Oakwood	1,300,000
Main Street, Flat Creek Road, and Old Oakwood Road Intersection Improvements	Oakwood	850,000
Total Estimated Cost Major Transportation Projects	**80%**	**$ 312,000,000**

Distribution to Jurisdictions, Local Projects (20%)		
Purposes described by each jurisdiction below.		
Hall County Portion	**42.5000%**	**$33,150,000**
Municipality Portion	**57.5000%**	**$44,850,000**
Unincorporated Hall County	42.5000%	$33,150,000
Municipality Breakdown		
Braselton	3.9981%	3,118,497
Flowery Branch	9.7953%	7,640,319
Gainesville	29.9856%	23,388,730
Buford	3.3984%	2,650,723
Gillsville	0.4998%	389,812
Clermont	1.3993%	1,091,474
Oakwood	5.3974%	4,209,971
Lula	2.9986%	2,338,873
Rest Haven	0.0277%	21,600
		$ 44,850,000
Total estimated distributions to jurisdictions, local projects	20%	$ 78,000,000
Total Estimated Cost of T-SPLOST Projects		**$ 390,000,000**

Hall County Project List

Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, intersection improvements, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.	
Projects may include: Hog Mountain Road corridor improvements/widening; improving sight distance issues at East Hall Road and Gaines Mill Road, and Hog Mountain and Blackjack Road; 2 foot paved shoulder widening with RPMs and signage upgrades on Williams Road, County Line Road, Gaines Mill Road, Harmony Church Road, Blackjack Road, Bark Camp Road, and Hubert Stephens Road; intersection improvements at Old Cornelia Highway and Joe Chandler Road, Hog Mountain Road and Wade Orr Road, Hog Mountain Road and Capitola Farm Road, and Union Church Road and Elizabeth Lane; signage replacement/upgrades on Chestatee Road and Cool Springs Road; and other related projects.	$23,150,000
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, and related projects.	$10,000,000
Projects may include: resurfacing of approximately 25 miles of Hall County maintained roads based on the established annual road rating criteria and scoring system; and other related projects.	
Total Estimated Cost of Hall County Projects	**$33,150,000**

Municipalities Project List

Braselton

Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, intersection improvements, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.	$2,000,000
Projects may include: Highway 211, Highway 347, Thompson Mill Road, Spout Springs Road, Dunbar Road, and other related projects.	
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, and related projects.	$1,118,497
Projects may include: resurfacing of approximately 2 miles of Braselton maintained roads based on the established annual road rating criteria and scoring system; and other related projects.	
Total Estimated Cost of Braselton Projects	**$3,118,497**

Buford

Project Name/Description	Estimated Project Cost
Resurfacing, which may include full depth reclamation, base and paving, culvert repair, traffic markers, patching, sidewalks, shoulder preparation; Construction of roads, stormwater projects pertaining to roadway and other transportation and related projects. Projects may include: McEver Road/Peachtree Industrial Blvd., Holiday Road, Carter Road, B.U. Bowman Drive, Golden Parkway, Bristol Industrial Way, Belle Wood Court, Palmero Court, Lexie Lane, South Waterworks Road, Green Road, Cemetery Road, New Bethany Road, North Waterworks Road, Big Creek Road, Lee Drive, Shoreland Drive, Hutchins Drive, Blackberry Lane, Maple Avenue, Frazer Road, and other related projects.	$2,650,723
Total Estimated Cost of Buford Projects	**$2,650,723**

Clermont

Project Name/Description	Estimated Project Cost
Construction of roads, sidewalks, and stormwater projects pertaining to roadway and other transportation projects	$540,000
Projects may include sidewalk construction and stormwater projects on Oxford Road, King Street and Main Street; and other projects.	
Resurfacing, patching and related projects.	$551,474
Project may include the repair and resurfacing of various streets in the Town.	
Total Estimated Cost of Clermont Projects	**$1,091,474**

Flowery Branch

Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, pedestrian upgrades (and related amenities), intersection improvements, turning lanes, traffic lights, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.	
Projects may include: Mulberry Street Connector, Main Street, Chestnut Street, Gainesville Street, Pine Street, Church Street, Mitchell Street, Debbie Lane, Atlanta Street, Railroad Avenue, Mulberry Street, Chattahoochee Street, Reed Blvd, Spring Street, Knight Drive, Bayley Drive, Martin Street, Tanner Street, Mooney Drive and Jones Road.	$5,640,319
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, sidewalks, multiuse paths, pedestrian upgrades (and related amenities) and similar projects.	
Projects may include: Main Street, Chestnut Street, Gainesville Street, Pine Street, Church Street, Mitchell Street, Debbie Lane, Atlanta Street, Railroad Avenue, Mulberry Street, Chattahoochee Street, Reed Blvd, Spring Street, Knight Drive, Bayley Drive, Martin Street, Tanner Street, Mooney Drive and Jones Road.	$2,000,000
Total Estimated Cost of Flowery Branch Projects	**$7,640,319**

Gainesville

Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, pedestrian upgrades (and related amenities), intersection improvements, turning lanes, traffic lights, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.	
Projects may include: Memorial Park Drive, Old Flowery Branch Road, Green Street, Riverside Drive, Enota Drive, Beverly Road, M.L.K. Jr Blvd, Pearl Nix Pkwy, Sky View Drive, Fullenwider Road, Athens Street, White Sulphur Road, Community Way, Spring Street, Atlanta Hwy, Shallowford Road, Gaines Mill Road, Smallwood Road, Aviation Blvd, Marler Street, Academy Street, East Ave, Limestone Pkwy, Old Cornelia Hwy, Park Hill Drive, Thompson Bridge Road, Browns Bridge Road, Jesse Jewell Pkwy; and other similar projects.	$17,388,730
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, sidewalks, multiuse paths, pedestrian upgrades (and related amenities) and similar projects.	$6,000,000
Projects may include: resurfacing of approximately 20 miles of City of Gainesville maintained roads based on the established annual road rating criteria and scoring system; and other similar projects.	
Total Estimated Cost of Gainesville Projects	**$23,388,730**

Gillsville

Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, pedestrian upgrades (and related amenities), intersection improvements, turning lanes, traffic lights, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects. Projects may include: Extension of Wilson Dr. Sidewalks from Downtown to the Park, New Parking Lot for Downtown Park	$260,000
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, sidewalks, multiuse paths, pedestrian upgrades (and related amenities) and similar projects. Projects may include -Resurface of Old Town Parking Lot & Driveway, Widening of Church St. and School St.	$129,812
Total Estimated Cost of Gillsville Projects	**$389,812**

Lula

Lula Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, intersection improvements, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.	$538,873
Projects may include any of the 82 roads recognized as within the city and maintained by the city as prioritized by the City Council, and or other related projects.	
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, and related projects.	$1,800,000
Projects may include: resurfacing of approximately 4 miles of city-maintained roads based on the established annual road rating criteria and scoring system; and other related projects.	
Total Estimated Cost of Lula Projects	**$2,338,873**

Oakwood

Project Name/Description	Estimated Project Cost
Construction of roads, bridges, sidewalks, multiuse paths, intersection improvements, traffic safety enhancements, and stormwater projects pertaining to roadway and other transportation projects.	
Projects may include: Installation of sidewalks, sidewalk improvements, sidewalk repair, including curb and gutter installation and repair, on Main Street, Railroad Street, Oakwood Road, Flat Creek Road, Bishops Lane, Fairfax Drive, Fullerton Drive, Rutledge Drive, Nellie Drive; Highlands to Island Spur connections; Railroad Crossing safety improvements and intersection improvements at Railroad Street, Main Street, Walnut Circle; Intersection improvements at W. White and H. F Reed Industrial Parkway; Oak Street widening and improvements; and other related projects.	$3,672,000
Resurfacing, including full depth reclamation, base and paving, culvert repair, traffic markers, patching, shoulder preparation, and related projects.	$537,971
Projects may include: Full Depth Reclamation of Nellie Drive, Culvert repair and replacement on annual projects list; and other related projects.	
Total Estimated Cost of Oakwood Projects	**$4,209,971**

Rest Haven

Project Name/Description	Estimated Project Cost
Resurfacing, which may include full depth reclamation, base and paving, culvert repair, traffic markers, patching, sidewalks, shoulder preparation; Construction of roads, stormwater projects pertaining to roadway and other transportation and related projects. Projects may include: Thunder Road, Ledford Road.	$21,600
Total Estimated Cost of Rest Haven Projects	**$21,600**

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	June 10, 2024
Date Submitted:	June 11, 2024
Final Approval Date:	June 12, 2024
Presenter:	Bryan Lackey, City Manager
Item of Business:	Fiscal Year 2025 Recommended Budget
Meeting Date:	June 13, 2024

Purpose of Request:
Presentation of the FY2025 Budget to be considered for adoption.

Facts & Issues / History & Background:
Historically, the City Manager presents the proposed budget for all Funds to be considered by the governing body.

Department Recommendation:
N/A

Department Director:
Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:

1. Legal Ad - Gainesville Times 6/7-8/2024
2. Legal Ad - Gainesville Times 6/5-6/2024
3. FY25 Budget Presentation 06-13-24
4. FY2025 Proposed Budget Report

Gainesville's Herring elected to chair Ga. parole board

BY NICK WATSON
nwatson@gainesvilletimes.com

David Herring of Gainesville was elected Tuesday, June 4, to chair the State Board of Pardons and Paroles.

Herring, who previously served as the vice chair, was elected by the board to begin as chairman on July 1 for fiscal year 2025. Meg Heap was elected as the vice chair.

"Thank you for this opportunity. I do not take this opportunity lightly," Herring said in a news release. "I appreciate the position that I am being given. I can promise you this, like I've always done, I will serve this board with hard work and integrity whether I'm the chairman or not. I sincerely appreciate this opportunity, and thank you very much."

Appointed to the parole board in 2018, Herring was a state trooper and managed security for high-ranking Georgia officials, including the governor, lieutenant governor, speaker of the House and Georgia Supreme Court chief justice.

"To the staff, thank you for what you do every day," Herring said in a statement. "Because you're the ones who make this board work. This board does not make this agency, you guys make this agency with the hard work you do every day. Thank you very much."

From left, Terry Barnard, Meg Heap, David Herring, Joyette Holmes and Wayne Bennett

Photo courtesy of State Board of Pardons and Paroles

Mayor pledges to aid businesses harmed by water outages

BY JEFF AMY
Associated Press

ATLANTA — Atlanta's mayor on Wednesday pledged support of a plan to spend $5 million to reimbursing businesses for losses during water outages in the city since Friday, as he promised an assessment of the city's infrastructure and to deploy monitors to detect leaking pipes.

Mayor Andre Dickens made the announcements a day after workers finished repairs on a ruptured water main. Officials said they had restored water flow and normal pressure to customers after troubles began Friday. Downtown Atlanta and nearby neighborhoods will remain under an order to boil water before drinking until sampling shows the water is safe, a period likely to last until Thursday.

"We know this disruption wasn't easy for you and we appreciate your patience and your understanding throughout this journey that we've been on," Dickens said. "We are happy to be on the other side of it."

Atlanta's water outages are the latest failures as cities across the country shore up faltering infrastructure. A 2022 crisis in Jackson, Mississippi, which has a long-troubled water system, left many residents without safe running water for weeks. Other cities including Flint, Michigan, have also struggled to supply residents with safe drinking water.

The first-term Democratic mayor has been under fire for Atlanta's response to the leaks, especially because Dickens left town after the first major leak began to travel to Memphis, Tennessee, where he held a fundraiser for his 2025 reelection campaign and met with that city's leaders to discuss crime and other issues. Dickens' administration said it wasn't clear that the first leak west of downtown would create a major disruption when he proceeded with the trip. A second major leak in the city's Midtown neighborhood began later Friday.

The first leak was fixed on Saturday, but the second leak kept gushing into city streets until Monday.

The city will begin installing devices at valves that can electronically detect and report leaks, Department of Watershed Management Commissioner Al Wiggins Jr. said. He said the pilot program was already planned before the leaks. Wiggins also said city will step up inspections and seek to repair some other valves that aren't working correctly.

Dickens said that would be part of a broader effort to examine the city's water system, including assistance from the U.S. Army Corps of Engineers and a panel he announced to be headed by former Mayor Shirley Franklin and Metro Atlanta Chamber CEO Katie Kirkpatrick. He said he would also consider reordering the city's capital improvement plans to prioritize water system upgrades.

FROM 1A

Turf

enjoy," the document says.

The pavilion opened in May 2023 as a home for events including farmers markets, festivals and block parties.

Carden said the city may look at eventually installing artificial grass at the amphitheater at 5603 Mitchell St. The amphitheater is a music and events venue.

Jeff Gill The Times

Flowery Branch is adding artificial turf to a downtown area used for farmers markets and other events.

Oakwood City Council
What: Proposed annexation and rezoning for 223,440-square-foot warehouse development
When: 7 p.m. Monday, June 10
Where: Oakwood City Hall, 4035 Walnut Circle

FROM 1A

Warehouse

The Oakwood Planning Commission has recommended approval of the development, which is set to go before the Oakwood City Council on Monday, June 10, for final action.

The estate of John L. Pass is seeking to annex and rezone two pieces of property from agricultural to light industrial for the development.

Georgia regents nominate next president

Associated Press

AUGUSTA — A current Augusta University administrator is positioned to become the school's next president.

Regents of the University System of Georgia voted Thursday to name Russell T. Keen as the sole finalist for the presidency of the 10,000-student public university, which includes the Medical College of Georgia.

Keen is currently executive vice president for administration and chief of staff to the president at Augusta University.

Being named a sole finalist is typically a prelude to being named president of a public college or university in Georgia. Under state law, regents must wait at least five days before confirming Keen's appointment.

Brooks Keel, the president of Augusta University since 2015, announced last September that he is retiring on June 30.

Keel took over in Augusta shortly after regents merged Georgia Health Sciences University and Augusta State University in 2013. The school was called Georgia Regents University until shortly after Keel became president in 2015. Under Keel, regents handed over control of Augusta University's hospital to Wellstar Health System in an effort to improve the hospital's financial position. Lawmakers this year agreed to create a freestanding medical school at the University of Georgia and a new dental school at Georgia Southern University, meaning Augusta University will no longer host Georgia's only public medical and dental schools.

PUBLIC NOTICE

FOR THE HALL COUNTY BOARD OF COMMISSIONERS
FISCAL YEAR 2025 BUDGET

All citizens are invited to attend meetings regarding the adoption of the proposed Fiscal Year 2025 Budget, to be held at the following times and locations:

Thursday, June 13, 2024 at 6:00 pm: The proposed Fiscal Year 2025 Budget will be presented and a Public Hearing held at the regularly scheduled Commission meeting at **the Hall County Government Center, 2nd Floor, 2875 Browns Bridge Road, Gainesville, GA 30504**.

Thursday, June 27, 2024 at 6:00 pm: The Fiscal Year 2025 Budget and 2024 millage rates will be adopted at the regularly scheduled Commission meeting at **the Hall County Government Center, 2nd Floor, 2875 Browns Bridge Road, Gainesville, GA 30504**.

The proposed Fiscal Year 2025 Budget is available beginning Thursday, June 13, 2024, for public inspection during the regular office hours (8:00 a.m. – 5:00 p.m., Monday through Friday) in the Financial Services Department located at **the Hall County Government Center, 4th Floor, 2875 Browns Bridge Road, Gainesville, GA 30504**.

NOTICE OF PROPERTY TAX INCREASE

The governing authority of the **City of Gainesville** has tentatively adopted a millage rate which will require an increase in property taxes by 5.49 percent.

All concerned citizens are invited to the public hearings on this tax increase to be held at the City Administrative Building, Boardroom, 300 Henry Ward Way, 3rd Floor, Gainesville, Georgia 30501 as follows:

June 13, 2024 at 9:00 AM

All concerned citizens are invited to the public hearings on this tax increase to be held at the Gainesville Justice Center, Municipal Court Room, 701 Queen City Parkway SW, Gainesville, Georgia 30501 as follows:

June 18, 2024 at 6:00 PM
July 2, 2024 at 5:30 PM

The tentative increase will result in a millage rate of 0.749 mills, an increase of 0.039 mills. Without this tentative tax increase, the millage rate will be no more than 0.710 mills. The proposed tax increase for a home with a fair market value of $425,000.00 is approximately $16.58 and the proposed tax increase for nonhomestead property with a fair market value of $450,000.00 is approximately $17.55.

Election disputes spark concern over presidential contest

BY NICHOLAS RICCARDI AND JOEY CAPPELLETTI
Associated Press

Matt York Associated Press

A woman stands in protest outside the Maricopa County Board of Supervisors auditorium prior to the board's general election canvass meeting, Nov. 28, 2022, in Phoenix. A ghost from recent election cycles, controversies over certification of results, is beginning to re-emerge as the nation heads closer to the 2024 presidential contest.

In Michigan's Upper Peninsula, two Republican members of a county canvassing board last month refused to sign off on the results of an election that led to the recall of three GOP members of the county commission. They did so only after state officials warned them it was their legal duty to record the final vote tally.

In Georgia's Fulton County, which includes the Democratic-voting city of Atlanta, a group run by members of former President Donald Trump's administration last week sued so a Republican member of the local elections board could refuse to certify the results of the primary election.

And in Arizona, GOP lawmakers sued to reverse the state's top Democratic officials' requirement that local boards automatically validate their election results.

The past four years have been filled with battles over all sorts of election arcana, including one that had long been regarded as an administrative afterthought — little-known state and local boards certifying the results. With the presidential election looming in November, attorneys are gearing up for yet more fights over election certification, especially in the swing states where the victory margins are expected to be tight. Even if those efforts ultimately fail, election officials worry they'll become a vehicle for promoting bogus election claims.

Trump and his allies have tried to use the tactic to stop election results from being made final if they lose. In 2020, two Republicans on Michigan's state board of canvassers, which must certify ballot totals before state officials can declare a winner, briefly balked at signing off before one relented and became the decisive vote. Trump had cheered the delay as part of his push to overturn his loss that ultimately culminated in the Jan. 6, 2021, attack on the U.S. Capitol.

During the 2022 midterms, some conservative, rural counties tried to hold up their state election results, citing the same debunked claims of voter fraud that Trump has made.

In New Mexico, rural county supervisors refused to certify the state's primary vote until they were threatened with prosecution. In Cochise County in southeastern Arizona, two Republican supervisors who refused to certify the local vote totals said they had no doubt their own county's tally was accurate but were protesting the counts in other counties that gave Democratic candidates for governor, attorney general and secretary of state their victories.

Responding to the certification controversies, Michigan's Democratic legislature passed a law making clear that state and local canvassing boards must certify election totals. The two Arizona county supervisors are currently facing criminal charges filed by the state's Democratic attorney general.

Democrats and nonpartisan groups say the thousands of local election oversight boards across the country aren't the place to contest ballot counts, and that state laws make clear they have no leeway on whether to sign off on their staff's final tallies.

"Election authorities don't have the discretion to reject the results of an election because of their vibes," said Jonathan Diaz of the Campaign Legal Center, adding that lawsuits and recounts are the proper recourse. "They're there to perform a function. They're there to certify."

But some Republicans argue that's going too far. Kory Langhofer, the attorney suing to overturn the election procedures manual's directive in Arizona that was issued by the Democratic attorney general and secretary of state, said he didn't support the effort to block certification in Cochise County in 2022. But, he argued, locally elected boards of supervisors have to have some discretion to police elections.

"It seems to me the system is stronger when you have multiple eyes on it," Langhofer said. Of the efforts to block certification in 2020 and 2022, he added, "I hope that's behind us."

Democrats doubt that's the case. They note that the America First Policy Institute, a pro-Trump organization run by former officials from his administration, filed the lawsuit in Georgia to let Fulton County Elections Board member Julie Adams vote against certifying elections. Adams' four other board members voted to certify last month's primary but Adams abstained last week, contending she couldn't accept the results given prior election administration problems in the county.

"This action will re-establish the role of board members as the ultimate parties responsible for ensuring elections in Fulton County are free from fraud, deceit, and abuse," the institute wrote in its release announcing the lawsuit. The group did not respond to a request for comment.

Fulton County is the heart of the Democratic vote in Georgia, and anything that holds up its totals in November could help make it look like Trump has a large lead in the state.

"Trump and MAGA Republicans have made it clear they are planning to try to block certification of November's election when they are defeated again, and this is a transparent attempt to set the stage for that fight," Georgia Democratic Party chair and Rep. Nikema Williams said in a statement.

In Michigan's Delta County, clerk Nancy Przewrocki, a Republican, said the two GOP canvassers had requested a hand recount of the votes, which is beyond the scope of their position. The canvassers eventually voted to certify the May election after receiving a letter from the State Elections Director Jonathan Brater, which reminded them of their duties and warned them of the consequences of failing to certify.

Still, Przewrocki said she's concerned about what could happen in November if a similar situation arises.

"I can see this escalating, unfortunately. I'm trying to keep our voters confident in our voting equipment, and this is completely undermining it when there's really nothing there," Przewrocki said.

Following the Delta County incident, Michigan Secretary of State Jocelyn Benson and Attorney General Dana Nessel, both Democrats, issued a reminder to local canvassing boards throughout the state warning them of their legal obligation to certify election results based solely on vote returns. If they don't, there will be "swift action to ensure the legal certification of election results," along with "possible civil and criminal charges against those members for their actions," Benson warned.

Michigan is an example of the futility of the tactic. The new state law makes it clear that canvassing boards can't block certification, but Benson said in an interview that she still worries such an effort, even if legally doomed, would help spread false allegations about the November election.

"Misinformation and talking points emerge that enable others — particularly politicians — to continue to cast doubt on the accuracy of election results," she said.

—

Riccardi reported from Denver and Cappelletti from Lansing, Michigan. Associated Press writers Jeff Amy in Atlanta and Morgan Lee in Santa Fe, New Mexico, contributed to this report.

PUBLIC NOTICE
FOR CITY OF GAINESVILLE TAXPAYERS
2025 FISCAL YEAR BUDGET

Notice is further given that the City Council of Gainesville has established the following schedule for setting of the tax year 2024 millage rate and the adoption of the Fiscal Year 2025 Budget. All citizens are invited to attend.

June 13 (9:00 AM, Boardroom, City Administration Building)
(300 Henry Ward Way, Gainesville, GA. 30501))
First Public Hearing for Budget

June 18 (6:00 PM, Gainesville Justice Center, Municipal Court Room)
(701 Queen City Parkway SW, Gainesville, GA. 30501)
Second Public Hearing for Budget

July 2 (5:30 PM, Gainesville Justice Center, Municipal Court Room)
(701 Queen City Parkway SW, Gainesville, GA. 30501)
Third Public Hearing for Budget
Adoption of FY2025 Budget
Adoption of the Millage Ordinance

Additional information is available from the City of Gainesville Budget Office, 770-535-6898.

NOTICE TO THE CITY OF GAINESVILLE TAXPAYERS

The Gainesville City governing authority does hereby announce that the millage rate will be set at a meeting to be held at the Gainesville Justice Center, Municipal Court Room, on Tuesday, July 2, 2024 at 5:30 p.m., and pursuant to the requirements of O.C.G.A. 48-5-32 does hereby publish the following presentation of the current year's tax digest and levy along with the history of the tax digest and levy for the past 5 years.

CITY OF GAINESVILLE CURRENT 2024 TAX DIGEST AND 5-YEAR HISTORY

CITY OF GAINESVILLE	2019	2020	2021	2022	2023	2024
Real and Personal Property	6,773,562,201	7,383,639,921	7,737,572,181	9,004,898,115	11,294,513,388	12,627,123,385
Motor Vehicles	42,772,000	41,339,925	32,620,625	46,115,375	47,750,650	49,387,875
Mobile Homes	1,510	22,755	21,398	34,498	25,893	25,365
Heavy Duty Equipment	111,938	126,450	88,200	92,180	48,013	0
GROSS DIGEST	**6,816,447,649**	**7,425,129,051**	**7,770,302,404**	**9,051,140,168**	**11,342,337,944**	**12,676,536,625**
Less: Exempt Properties	1,226,721,090	1,284,893,675	1,323,154,138	1,543,627,971	2,007,515,575	2,561,518,870
NET DIGEST	**5,589,726,559**	**6,140,235,376**	**6,447,148,266**	**7,507,512,197**	**9,334,822,369**	**10,115,017,755**
Less: M & O Exemptions	369,714,168	439,046,845	427,864,565	588,878,498	723,601,488	619,431,190
NET M & O DIGEST	**5,220,012,391**	**5,701,188,531**	**6,019,283,701**	**6,918,633,699**	**8,611,220,881**	**9,495,586,565**
Gross M & O Millage	2.382	2.280	2.111	2.010	1.811	1.910
Less: Rollbacks	1.060	1.040	1.101	1.103	1.062	1.161
NET M & O MILLAGE	**1.322**	**1.240**	**1.010**	**0.907**	**0.749**	**0.749**
General Government	0.771	0.730	0.500	0.397	0.239	0.239
Debt Service	0.551	0.510	0.510	0.510	0.510	0.510
NET M & O MILLAGE BY ENTITY	**1.322**	**1.240**	**1.010**	**0.907**	**0.749**	**0.749**
Net Taxes Levied	6,900,856	7,069,474	6,079,477	6,275,201	6,449,804	7,112,194
Net Taxes $ Increase	260,974	168,617	(989,997)	195,724	174,604	662,390
Net Taxes % Increase	3.93%	2.44%	-14.00%	3.22%	2.78%	10.27%
Parks & Recreation	0.750	0.750	0.896	0.896	0.896	0.896
Fire Services	1.250	1.250	1.250	1.259	1.299	1.299
Police Services	0.000	0.000	0.500	0.594	0.712	0.712
SPECIAL DISTRICTS	**2.000**	**2.000**	**2.646**	**2.749**	**2.907**	**2.907**

Note: As with prior years, the millage rate for the School System, including school related debt service, is established by the Gainesville Board of Education.

Mother of baby that OD'd sentenced to prison

BY NICK WATSON
nwatson@gainesvilletimes.com

Editor's note: This published in a previous E-Paper edition and is being provided here for print-only readers.

For the year since Jamari Stringer's death, Hall County Sheriff's Office Investigator Amy Bray said her mind has run through all the things the 21-month-old boy never got a chance to do.

"I am speaking today for Jamari because there is no one else," Bray said.

Jamari died Feb. 3, 2023, as a result of a fentanyl overdose. He would have been 3 years old this April.

"I believe in my heart that Jamari is in a better place and experiencing a love and peace that he would have never known here," the investigator said.

Jamari's mother, Gloria Neshee Stringer, 32, of Flowery Branch, pleaded guilty Monday, June 3, to second-degree murder and second-degree child cruelty. Superior Court Judge Bonnie Oliver sentenced her to 20 years with the first 10 years in prison.

"I am convinced that Gloria knew from the moment she came into the Sheriff's Office that she knew exactly what happened to Jamari," Bray said. "It was clear that her only interest was in creating a narrative to protect herself. Maybe that's because she couldn't bear to admit her negligence or maybe simply because she does not hold herself accountable."

Oliver called it a "very tragic case."

"Life is so fragile," the judge said.

Assistant District Attorney Rachel Tomlinson said authorities were called out Feb. 1, 2023, to a home on Oliver Road where the 21-month-old boy was found unresponsive.

Jamari went into cardiac arrest, and he was transported to Northeast Georgia Medical Center before being transferred to Children's Healthcare of Atlanta.

"Per medical professionals that I've spoken with in this case, he was brain dead and unable to sustain life on his own upon contact with said medical professionals," Tomlinson said. "My understanding is that it was likely that he was in cardiac arrest for too long prior to medical intervention for him to have been able to be saved."

Jamari died two days later. A pair of toxicology reports were used to determine how much fentanyl was in his system and the type: hospital-grade or street-grade.

Photos by Scott Rogers The Times

Gloria Stringer appears in Hall County Superior Court Monday, June 3, to plead guilty to second-degree murder and child cruelty.

The medical examiner pointed to the street-grade fentanyl found in the child's system as the cause of death, Tomlinson said.

During an interview with law enforcement, it was clear that Stringer was under the influence, as she was nodding off and incoherent, Tomlinson said. Authorities obtained a urine sample at the time, which came back positive for fentanyl in her system, the prosecutor said.

Stringer admitted to drug use, but only cocaine. She did not have knowledge of how fentanyl would have been accessible to her son, Tomlinson said.

Tomlinson said the prosecution's case would have been tough to prove that the child suffered pain as a result of ingesting fentanyl.

Second-degree child cruelty concerns "cruel or excessive physical or mental pain," which served as the basis for the second-degree murder charge.

"According to the medical examiner, these drugs, as they are painkillers, would have likely caused this child to go unconscious and cause his heart to stop," Tomlinson said. "But due to his unconsciousness and the painkillers in his system, it was unlikely that he would have felt much pain if any."

Gloria Stringer enters Hall County Superior Court.

Defense attorney Naja MacIntosh called it a "tragedy of the highest order," a nightmare for a parent to lose their child this way.

MacIntosh told the judge there were no signs that Jamari was being neglected nor harmed.

She said her client was seen and treated by Avita Community Partners during her jail stay, and Stringer was "ready to go forward and take advantage of all of the possible options available."

Oliver's sentence included that Stringer have no unsupervised contact with minors and to continue with mental health treatment upon her release. She must also testify against Jamari's father if he is ever charged in relation to this case.

Two arrested following year-long investigation in $120K drug bust

BY BEN ANDERSON
banderson@gainesvilletimes.com

Editor's note: This published in a previous E-Paper edition and is being provided here for print-only readers.

Following a year-long investigation, the Hall County Sheriff's Office charged a man and a woman with meth trafficking and seized more than $120,000 worth of illegal narcotics.

Johnny Ray Tanner, 56, of Gainesville, and Jessica Paige Dean, 32, of Oakwood, were arrested Wednesday, May 29, and charged with meth trafficking, possession of firearm in the commission of a felony and other drug-related charges.

Tanner

Dean

Investigators executed a search warrant at the 3200 block of Roy Parks Road and found the drugs hidden in various locations around the property, more than three pounds of meth, psilocybin mushrooms, 66 alprazolam tablets and more than an ounce of marijuana. Investigators also seized two rifles, a shotgun, two handguns and a stolen skid steer.

Both Tanner and Dean remain in Hall County Jail without bond.

Man dies, another injured after single-vehicle wreck on Ga. 115 in Habersham

BY BEN ANDERSON
banderson@gainesvilletimes.com

Editor's note: This published in a previous E-Paper edition and is being provided here for print-only readers.

A Toccoa man was killed and another man was injured and taken to the hospital after a single-vehicle wreck Friday afternoon on Ga. 115, the Habersham County Sheriff's Office said.

Jerry Neal, 78, of Clarkesville, was driving south on Ga. 115 around 1 p.m. in a Chevrolet pickup truck when he lost control at Half Moon Court, veered off the road and crashed into a ditch.

The passenger, Larry Hart, 73, of Toccoa, was ejected from the truck and died at the scene.

Neal was transported to the hospital with serious injuries, state patrol said.

No charges have been filed against Neal.

NOTICE OF PROPERTY TAX INCREASE

The governing authority of the **City of Gainesville** has tentatively adopted a millage rate which will require an increase in property taxes by 5.49 percent.

All concerned citizens are invited to the public hearings on this tax increase to be held at the City Administrative Building, Boardroom, 300 Henry Ward Way, 3rd Floor, Gainesville, Georgia 30501 as follows:

June 13, 2024 at 9:00 AM

All concerned citizens are invited to the public hearings on this tax increase to be held at the Gainesville Justice Center, Municipal Court Room, 701 Queen City Parkway SW, Gainesville, Georgia 30501 as follows:

June 18, 2024 at 6:00 PM
July 2, 2024 at 5:30 PM

The tentative increase will result in a millage rate of 0.749 mills, an increase of 0.039 mills. Without this tentative tax increase, the millage rate will be no more than 0.710 millls. The proposed tax increase for a home with a fair market value of $425,000.00 is approximately $16.58 and the proposed tax increase for nonhomestead property with a fair market value of $450,000.00 is approximated $17.55.

PUBLIC NOTICE
FOR CITY OF GAINESVILLE TAXPAYERS
2025 FISCAL YEAR BUDGET

Notice is further given that the City Council of Gainesville has established the following schedule for setting of the tax year 2024 millage rate and the adoption of the Fiscal Year 2025 Budget. All citizens are invited to attend.

June 13 (9:00 AM, Boardroom, City Administration Building)
(300 Henry Ward Way, Gainesville, GA. 30501))
First Public Hearing for Budget

June 18 (6:00 PM, Gainesville Justice Center, Municipal Court Room)
(701 Queen City Parkway SW, Gainesville, GA. 30501)
Second Public Hearing for Budget

July 2 (5:30 PM, Gainesville Justice Center, Municipal Court Room)
(701 Queen City Parkway SW, Gainesville, GA. 30501)
Third Public Hearing for Budget
Adoption of FY2025 Budget
Adoption of the Millage Ordinance

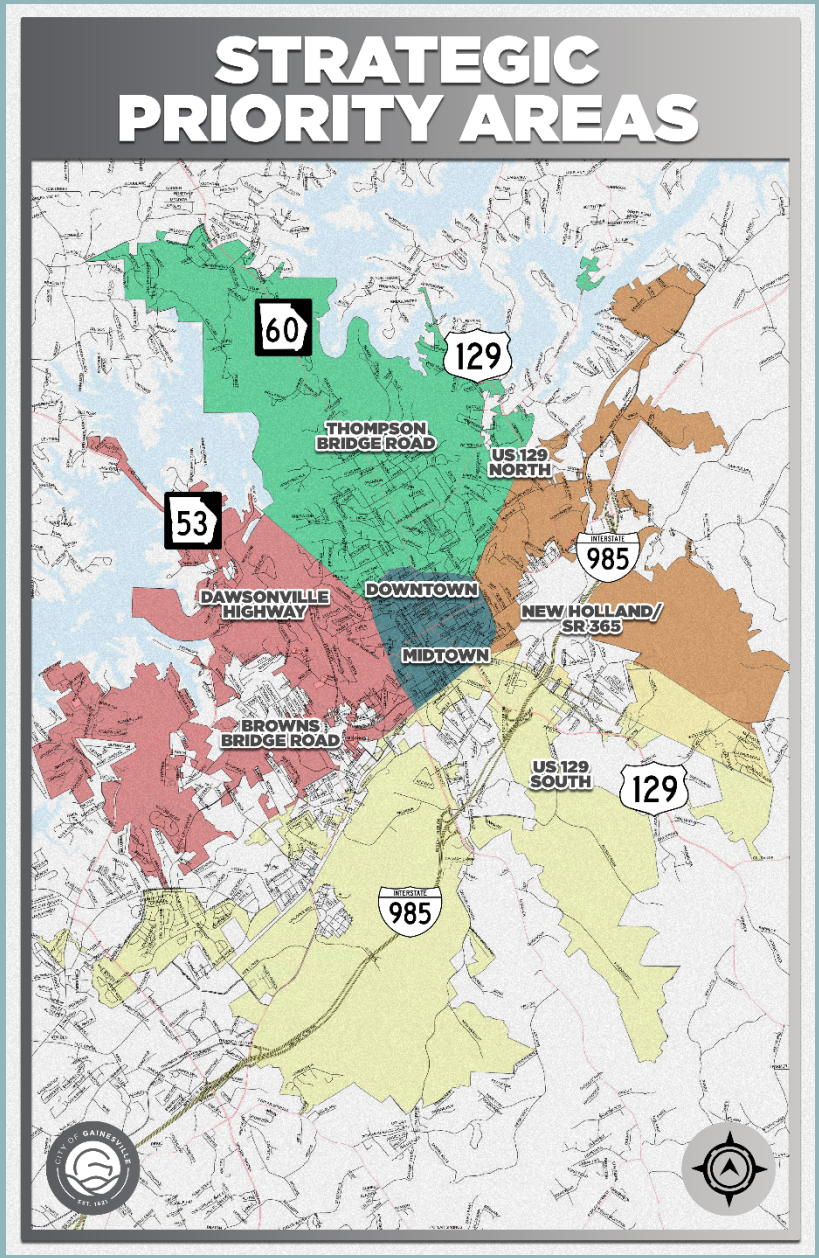
Additional information is available from the City of Gainesville Budget Office, 770-535-6898.

CITY OF
GAINESVILLE

CITY MANAGER BRYAN LACKEY

Proposed Fiscal Year 2025 Budget

2024 Council Retreat Recap



2024 Council Retreat Recap

Citizen's Public Safety Academy

- Full 10-week Course to engage our community in aspects of Public Safety
- Engagement of Community Stakeholders
- Broaden understanding of job of a Police Officer

BUDGET PRIORITY: SPIRIT OF COMMUNITY| **STRATEGIC AREA:** CITYWIDE

GAINESVILLE

GET
GAINESVILLE ENGAGEMENT TEAM

Launch the GET Program

- Finding creative ways to educate, engage, connect and encourage all City employees

BUDGET PRIORITY: INTERNAL OPERATIONS | **STRATEGIC AREA:** CITYWIDE

GAINESVILLE

Preparing for Change

Coop Opening
Trails Opening
Midland Improvements

BUDGET PRIORITY: ECONOMIC IMPACT/QUALITY OF LIFE
STRATEGIC AREA: CITYWIDE

GAINESVILLE

COMING 2025
"THE COOP"
YOUTH SPORTS COMPLEX
Gainesville Parks & Recreation 100 YEARS

FY24 GOALS

- Highest level of services to all city customers
- Broaden & streamline prevention, education and hazard mitigation services
- Department information, recruitment and retention

GAINESVILLE

2024 Council Retreat Recap

Retention & Recruitment

Public Safety

Transportation Issues & TSPLOST

Infrastructure/Capital Projects – Redevelopment

Tourism – Lake – Sports Alliance

General Fund

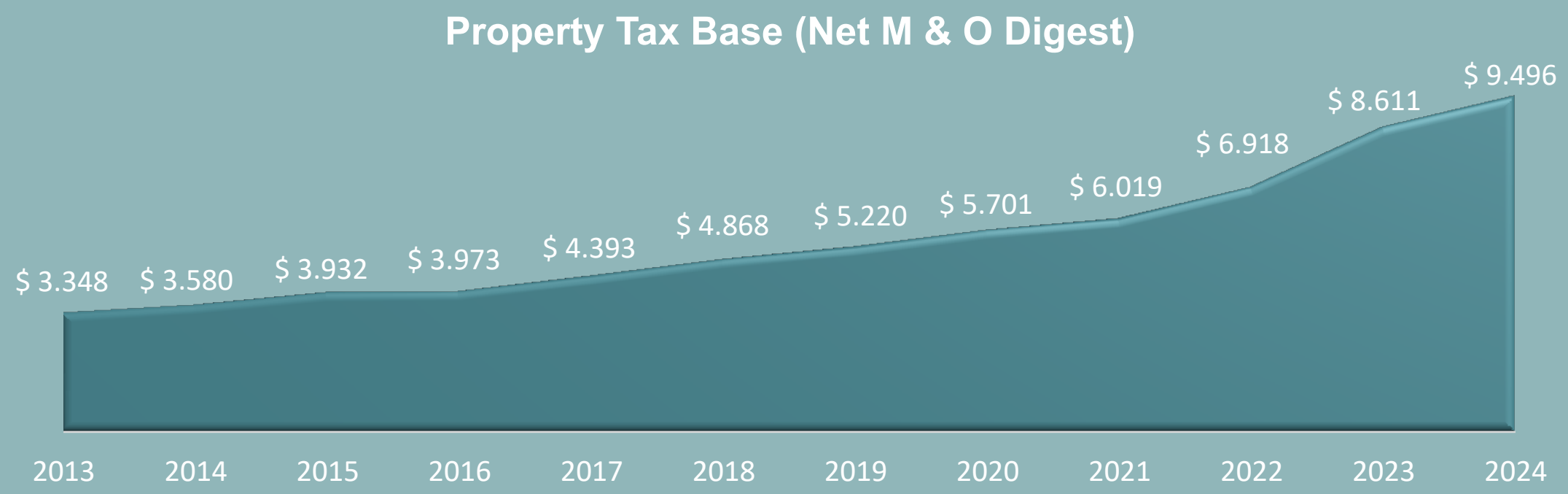
Proposed Budget $37,644,162

- 7.32% increase over Fiscal Year 2024 Adopted Budget

Budgeted Fund Balance

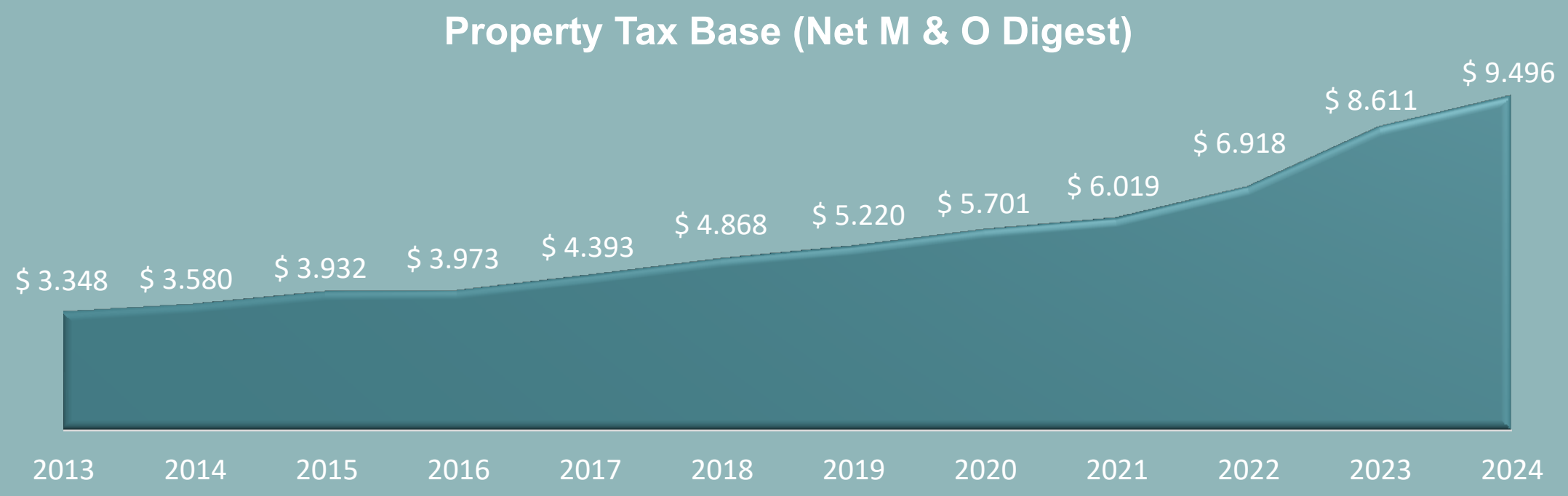
- $6.43M for Capital Projects

General Fund



General Fund

Recommendation: Maintain same Millage Rate



General Fund - Revenues

Property Taxes
$2,021,913
5.37% of Budget

TAVT
$995,707
2.65% of Budget

Franchise Fees
$4,309,419
11.45% of Budget

Occupational Tax
$1,100,300
2.92% of Budget

LOST
$8,307,080
22.07% of Budget

Permitting & Zoning Fees
$525,533
1.40% of Budget

Fines, Fees & Forfeitures
$955,295
2.54% of Budget

General Fund - Expenditures

Expenditures

- Departmental Expenditures
  - Pay Adjustments 5%
  - Two additional General Fund Positions
    (Planning Manager & Project Manager)
- Fuel & Energy
- Transportation/Transit
- Technology Costs
  - Network Enhancements – Security
- Decrease in Capital Projects
  - $6,430,200 projects
  - (General Fund Capital)
- Fund Balance

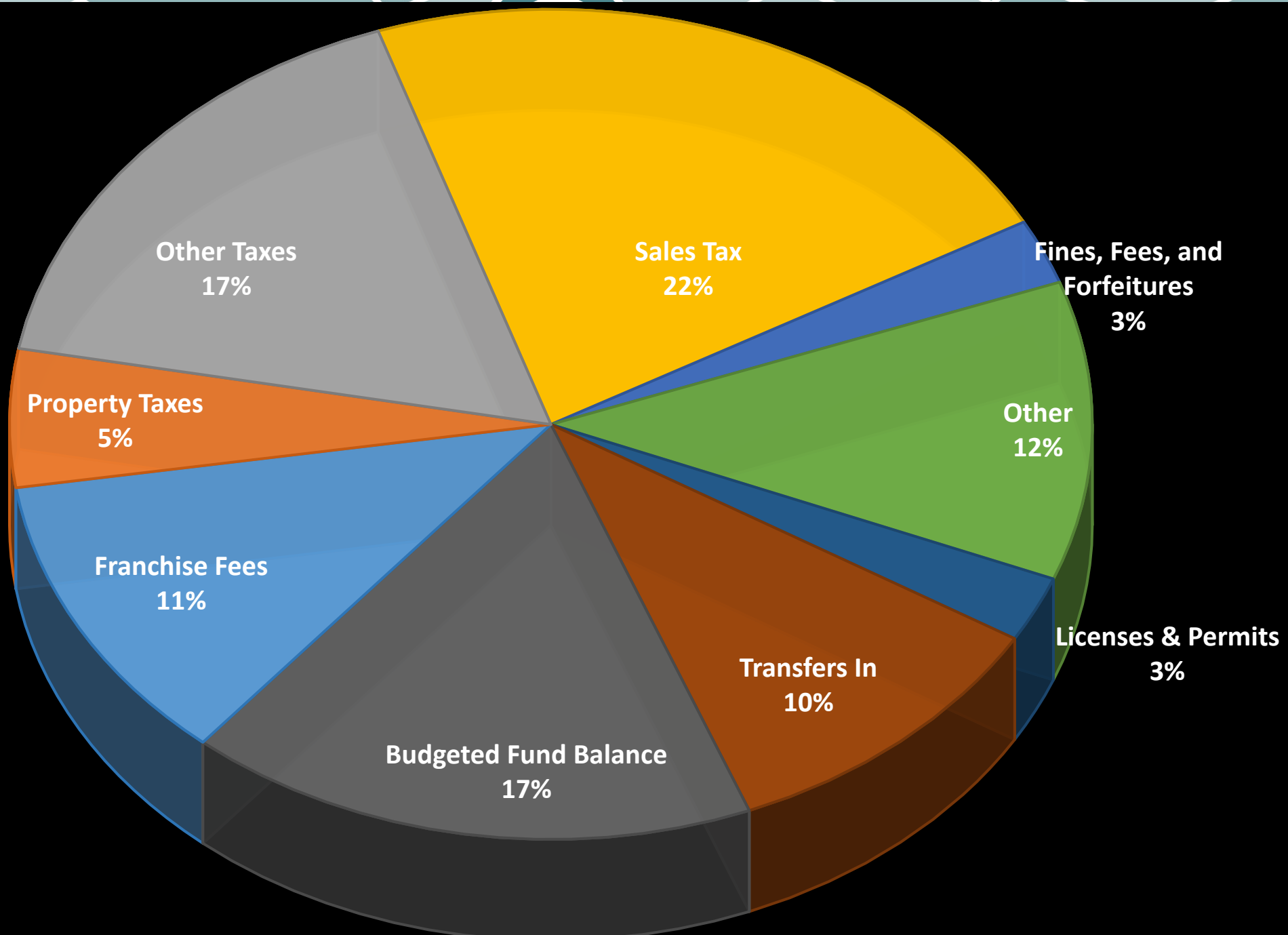
Financial Policy	3.0 Months
State Recommendation	2.0 Months
FY2025	3.2 Months

FY25 Millage Rates

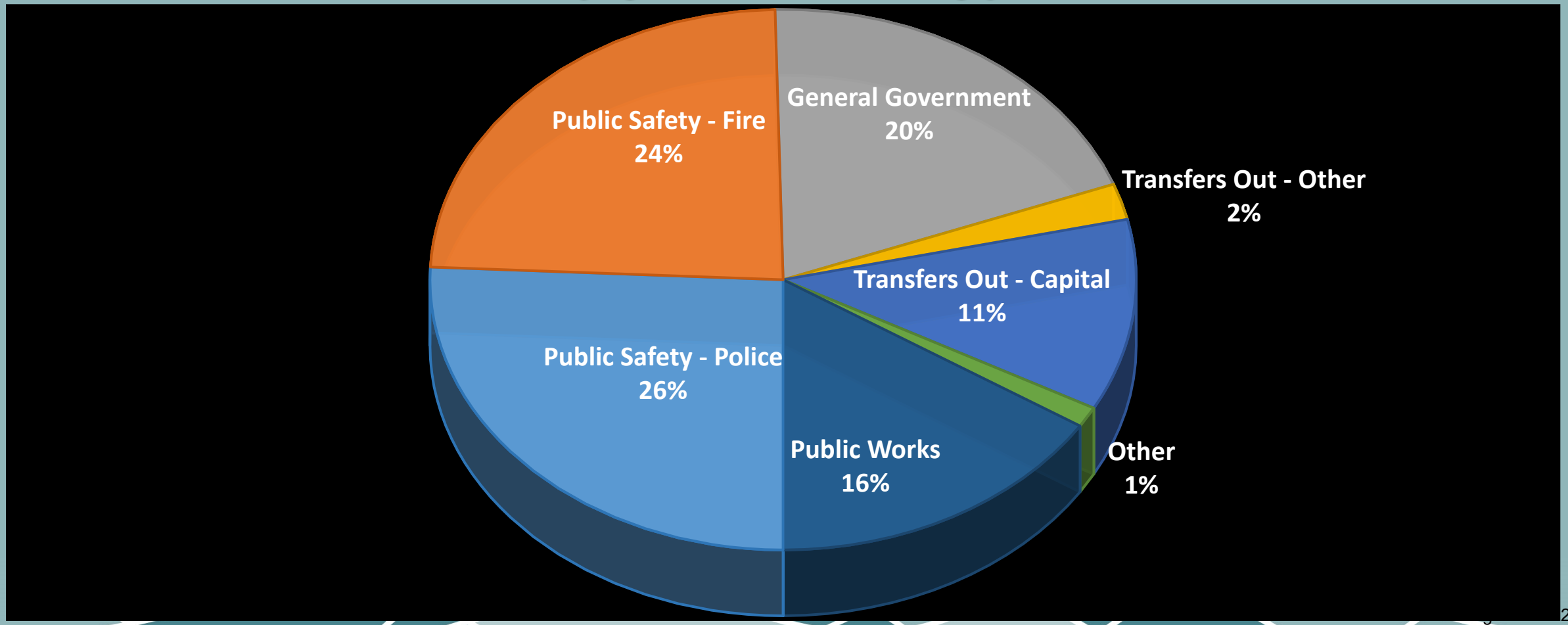
	Millage Rates
General Fund	0.239
Debt Service (M&O)	0.510
Fire Fund	1.299
Police Fund	0.712
Parks & Recreation	0.896
Total	3.656

Capital Projects

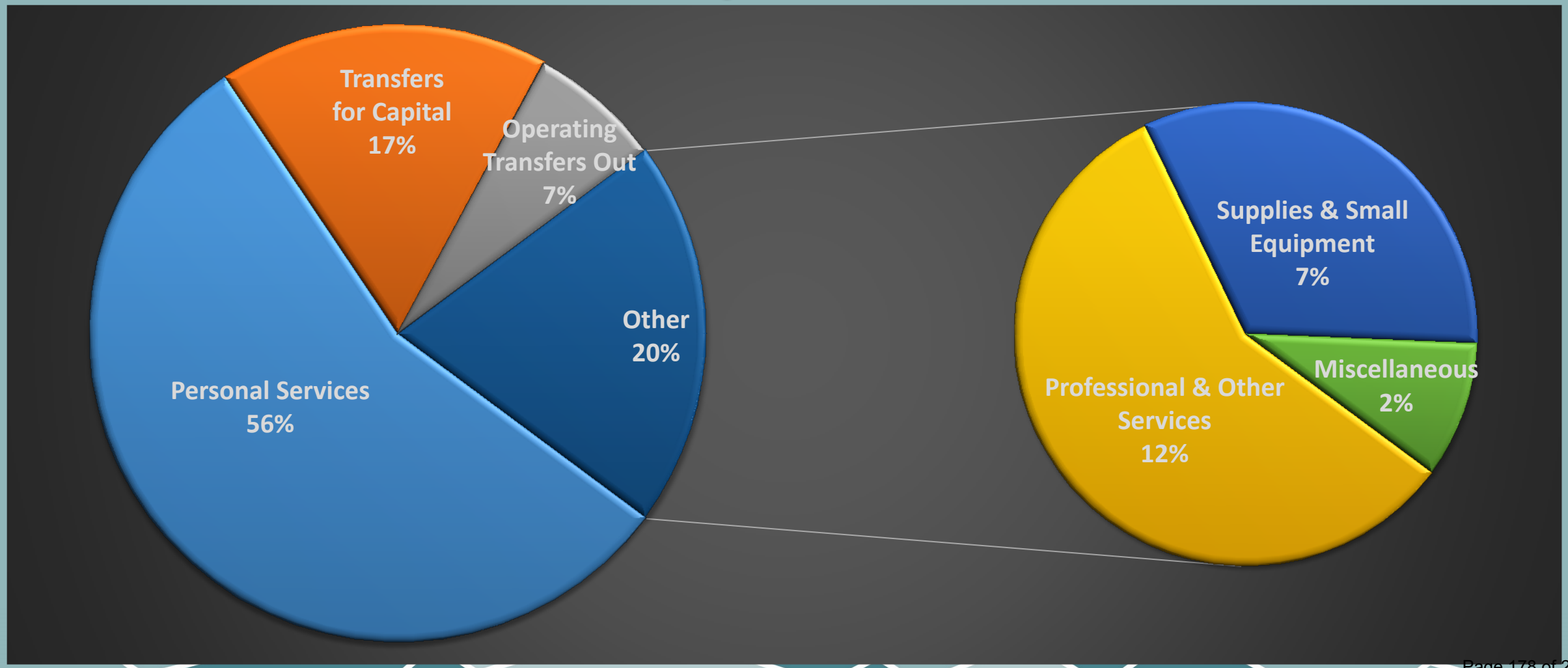
- Roadway Improvements/Resurfacing
- Intelligent Transportation System Network
- HVAC, Elevators & Bldg Maintenance
- Housing Attainability Program
- Preemption – Intersection Upgrades
- Replacement Police Cars
- Parade Barricade System
- Fire Station 5
- I/T Network Upgrades / Microsoft 365
- Sidewalks (Park 2 Park)
- Public Safety Bldg Renovation
- Water & Sewer
- Fire Training Tower/Conex
- Stormwater Infrastructure


Other Taxes
17%
Sales Tax
22%
Fines, Fees, and Forfeitures
3%
Property Taxes
5%
Other
12%
Franchise Fees
11%
Licenses & Permits
3%
Transfers In
10%
Budgeted Fund Balance
17%

General, Fire, & Police Fund Expenditures
(by Service Group)



General Fund Expenditures (by Category)



Other Funds (Total Budget)

- Police Services $ 6,508,936
  - Capital $888K
- Fire Services $ 13,387,627
  - Capital $375K
  - Four additional Positions
    - (Fire Fighter / EMT)
- Water Resources $ 100,280,557
  - $25M in Capital Projects
- Golf Course $ 2,014,804
  - Debt $306K
  - Capital $140K
- Parks & Recreation $ 10,512,064
  - Capital $2.7M
  - Four additional Positions
- Community Service Center $ 5,949,067
  - General Fund Transfers
    - Operational $1.1M
    - Capital $107K
  - Four additional Positions (WeGo Operators)
- Gainesville CVB $ 2,266,923
  - Capital $288K

Fiscal Year 2025 Highlights

- The Year of Facility Renovations
- TSPLOST - Opportunity to Address Transformative Projects
- $47.9M in Capital Projects (All Funds)
  - Water & Sewer Treatment & Infrastructure projects ($25M)
  - SPLOST VIII projects ($9.98M)
  - Transportation & Other Infrastructure Investments

Budget Calendar

BUDGET PRESENTATION & FIRST PUBLIC HEARING

JUNE 13 – 9 A.M.

ADMINISTRATION BUILDING
300 HENRY WARD WAY, GAINESVILLE

BUDGET PRESENTATION & SECOND PUBLIC HEARING

June 18 – 6 P.M.

JUSTICE CENTER
701 QUEEN CITY PARKWAY, GAINESVILLE

THIRD PUBLIC HEARING & BUDGET ADOPTION

JULY 2 – 5:30 P.M.

JUSTICE CENTER
701 QUEEN CITY PARKWAY, GAINESVILLE

GAINESVILLE

CITY OF
GAINESVILLE

OFFICE OF THE CITY MANAGER

TO: Mayor and Council

FROM: Bryan Lackey, City Manager

SUBJECT: FY2025 Recommended Budget

DATE: May 16, 2024

CC: Angela Sheppard; Jeremy Perry; Denise Jordan

This memo serves as an introduction and overview of my Recommended Budget for the City's Fiscal Year 2025. As we have done for many years in our preparation for the City's FY2025 budget, our Department Directors and other key staff were instructed to review their Department's Accomplishments over the past year, Challenges & Opportunities that lay ahead of them, and the Initiatives they plan to execute for FY2025. After which they were to present to the City Council and myself how each of these relate to the City's strategic priorities as they began to prepare their respective budgets. These presentations were a part of the initiation of the City's budget process at our annual retreat in February.

City staff received valuable input from you asto your visions about the upcoming fiscal year moving past the pandemic, and, your priorities for the coming year while reviewing the strategic priorities as they prepared their respective budgets. These include: Economic Development/Opportunity, Spirit of Community, Culture of Safety, Stewardship, and Regional Destination. Additionally, you may recall that we have broken down the City into five (5) geographic regions to identify the strategic planning needs of each of the various neighborhoods in our community. As each departmental budget was presented and reviewed, these five themes and strategic planning areas were applied to ensure consistency with the priorities and vision of the City of Gainesville. These priorities became the foundation for the formulation of departmental goals and objectives. The following sections will briefly describe how the budget addresses each strategic priority.

- Economic Opportunity/Development – Being the economic hub for North Georgia, Gainesville continues to lead the way as our medical, retail and industrial facilities draw countless visitors every day which increases out City's daytime population to over 200,000. In response to the increased population each day, the City of Gainesville is fine-tuning strategic infrastructure investments to ease and increase efficiency and productivity for workers and citizens.

  A part of our success is due to our partnerships with various organizations within Hall County. Due to our partnership with the Economic Development Council (EDC), our

community experienced the addition of nearly 1,700 new jobs through new and expanding businesses and an investment of $1,100,000,000 (based on calendar year 2023 data from the EDC). The majority of this was located in the City of Gainesville. This budget seeks to continue those partnerships by allocating $185,000 to the Economic Development Council. Facilitated innovation and investment in the growth and success of small businesses is critical for any city. This institution promotes and encourages industries through educational support and investment encouragement.

Needless to say, the City of Gainesville is a trendsetter city that is persistent in its redevelopment and revitalization of the city. This approach will allow the City of Gainesville to remain and improve as a municipal powerhouse in the state of Georgia.

- Spirit of Community – As the City of Gainesville grows, the spirit of the community is an important focus that will benefit all who live, work, and play in Gainesville. The city has revamped and expanded its branding by implementing detailed standards and constructing signage that modernize and coordinate ongoing efforts of development. Gainesville has a rich history of natural beauty and artistic aesthetics. Included in this strategic priority, is to further enrich the beautification and encourage communal art that makes Gainesville unique. This is especially apparent on the Highland to Islands trail system where users can take in the natural beauty of the trail's scenery. The City's abundance of platforms where the community can participate in public entertainment and events focused on fun and inclusion whilst embracing the community's culturally diverse makeup.

- Culture of Safety – City Administration and Public Safety departments continue to evaluate all approaches to improve the culture of safety within the community. The Police Department is committed to increasing responsiveness and is a leader in innovative policing, protecting citizens and property. Innovation is a group effort and requires community buy-in and trust building. These concepts are always evolving and are accomplished by increased community communication, education, and outreach. Communicating to citizens will help both the City and citizens learn from one another what type of innovation is needed to produce the culture of safety for everyone.

  The Fire Department continues to be a state and national leader in keeping the department and citizens of Gainesville safe and educated. The department's long-standing status as an ISO Class 1 Rating, one of only twenty-four in the State of Georgia, is a continuing commitment by the City of Gainesville to ensure that firefighters receive the best training and equipment need to respond to calls quicker and more effectively. The City of Gainesville is proud of our Public Safety departments for creating and continuing to improve the culture of safety that makes Gainesville that much better.

- Stewardship – The City continues its mission of remaining a responsible steward of public funds by strategically investing funds, hiring high quality employees, and creating innovative actions to increase efficiency and effectiveness in its processes. One of the City's focuses is to become an employer of choice which allows the administration and departments to focus on employee and career development. This focus is important in retaining high quality employees and providing the very best services to the community. The City encourages departments to enable prosperity and upward mobility in its managing of resources. Departments give the best possible service within the boundaries of the approved budget.

- Regional Destination – The City has always attracted tourists as a throughway to the mountains and its geographical distance from Lake Lanier. To boost Gainesville's strength as a regional destination, the administration and staff are actively deploying strategies that will keep the tourists flowing in the city. Using regional leadership to recruit and retain national and regional sporting tournaments and events help keep Gainesville's tourism sector strong. Improved lake access and trails, along with increased mobility options within the City are vital to visitors. Gainesville's diverse industries attract many visitors from all over the globe. Providing adequate housing and lodging choices will increase the value of strategies employed to make Gainesville a regional destination over other areas. The most important strategy, that may come natural to most, is to provide hospitality with a "Year-Round Adventure".

Attached for Mayor and Council review is the City Manager's proposed FY2025 budget. The budget contains a summary of revenues and expenditures for the General Fund and the Capital Improvements Program, as well as other funds. This balanced budget has been prepared and is being presented to the Governing Body in accordance with the City Charter, and with Chapter 2-3 of the Gainesville City Code. The proposed millage rate for the General Fund is 0.239

In preparing the FY2025 budget, many considerations played a key role in its development. Most notably are the following:

- Revenues: The city's revenue portfolio, while diverse, is projected to remain at levels seen in FY2024.
- Property taxes: Budgeted property tax revenue is at a 95% collection rate. Property taxes account for 5.4% of the total revenue with only 40.47% coming from residential properties.

- FY 2025 Fund Balance: A surplus in some revenues and savings in expense line items, from prior years, will permit us to provide funding for some necessary capital items. $6.43 million will be directed to the City's Capital Improvement Program, which includes the capital needs of the Community Service Center Fund. It is ideal to use surplus funds for capital purchases since these funds are one-time funds and not meant to supplement the operating budget.

The combined General Fund, Fire Services Fund, and Police Services Fund budget is $57.5 million. Almost all departments submitted budgets that are in line with previous year requests. The other funds remain close to or below FY2024 levels or in line with projected revenues for each fund and can be seen in the attached budget documents. However, a few departments and funds merit discussion below.

- Information Technology: As we have continued to witness in the news media of other jurisdictions being compromised, there are those that wish to cause harm to government related systems. These types of intrusions can cause great harm to not only how a government operates, but also the level of public trust in how a citizen or customer's data is protected. Because of the types of security breaches, we have seen in other jurisdictions around the State, we once again are budgeting funds of $350,000 for proposed network upgrades, in addition to the funds allocated this current fiscal year.

- Capital Improvement Program (CIP): The attached budget includes a summary of proposed capital projects for the coming fiscal year. The capital projects will focus on items and projects that were expressed by the Council at our February retreat. SPLOST VIII revenues will be allotted to infrastructure needs.

- Water Resources: The Water Resources Capital Improvement Program totals $25 Million.

- Chattahoochee Golf Course (CGC): Although an enterprise fund, the golf course is occasionally dependent on the general fund to assist in covering capital expenditures. For FY2025, CGC capital expenditures are $140,000.

Moving into FY2025 and beyond, it is important to be aware of concerns that may impact our budget:

- As mentioned above, the City's Employee Benefits Fund continues to experience significant medical claims. The City has been encouraged by the services and cost efficiencies our health care benefits administrator, Healthgram, has brought to the City and our employees. Additionally, the City's new High Deductible plan has shown great cost savings and we plan to continue offering our employees incentives to consider this new health care option for their families.

- The City continues monitoring of our Other Post-Employment Benefits (OPEB) liability. Although some city funds have been able to fully meet this obligation; others, including the general fund, have not. This area needs continuous monitoring and an appropriate funding mechanism put in place.

Our financial health is directly related to controlled spending, internal controls, and the prudent financial policy direction of the Council. These actions have assisted us in continuing to provide top-level municipal services to our residents and businesses. Our efforts have resulted in substantial economic investments within the city limits by a number of regional, national, and international companies, with further expected.

This budget was a true team effort and could not have been successfully put together without the efforts of the Department Directors, Assistant City Manager Angela Sheppard, and in particular our Chief Financial Officer Jeremy Perry, Deputy Chief Financial Officer Kevin Hutcheson, and Budget and Purchasing Manager Brenda Carpio. As we move forward with the many great initiatives we have on the horizon, I appreciate the confidence and support the Mayor and Council has shown myself and our tremendous staff.

If I can answer any questions, please feel free to contact me.

FISCAL YEAR 2025 PROPOSED BUDGET

GENERAL FUND

REVENUES AND OTHER SOURCES		
Ad Valorem Taxes	$	2,021,913
Title Ad Valorem Tax		995,707
Intangible Tax		128,902
Real Estate Transfer Tax		51,062
Franchise Fees		4,309,419
Insurance Premium Tax		2,591,703
Local Option Sales Tax		8,307,080
Local Option Energy Tax		93,092
Payment in Lieu of Taxes		36,000
Occupational Tax		1,100,300
Alcoholic Beverage Tax		1,140,237
Other Taxes		201,670
Penalties and Interest on Delinquent Taxes		22,974
Fines, Fees, and Forfeitures		955,295
Permits and Zoning Fees		525,533
Other Fees and Licenses		437,656
Interest on Investments		295,035
Intergovernmental		659,924
Cemetery Lot Sales		145,715
Miscellaneous		176,640
Charges for Services - Indirect Charges		3,051,035
Transfers In		3,915,182
Sales of General Fixed Assets		51,888
Budgeted Fund Balance		6,430,200
TOTAL REVENUES AND OTHER SOURCES	$	37,644,162
EXPENDITURES AND OTHER USES		
City Council	$	610,391
City Manager's Office		1,481,613
Financial Services		1,957,294
Information Technology		1,663,699
Human Resources & Risk Management		1,456,038
Public Lands and Buildings		1,523,020
Public Relations		415,610
Municipal Court		809,765
Police		7,918,746
Engineering Services		1,639,031
Street Maintenance		2,897,944
Stormwater		97,688
Traffic Services		1,787,369
Cemetery		963,902
Inspections		587,490
Planning & Zoning		1,382,340
Code Enforcement		630,580
Agency Allocations - Other		65,577
Contingency		618,866
Transfer Out Capital & Operating		9,137,199
TOTAL EXPENDITURES AND OTHER USES	$	37,644,162

FISCAL YEAR 2025 PROPOSED BUDGET

COMMUNITY SERVICE CENTER FUND

REVENUES AND OTHER SOURCES		
Intergovernmental - Federal/State/Other	$	2,552,754
Intergovernmental - County		1,484,208
Transfer from General Fund		1,213,484
Other: (Fees, Donations, Fares, Interest, Misc.)		698,621
TOTAL REVENUES AND OTHER SOURCES	$	5,949,067
EXPENDITURES AND OTHER USES		
General Assistance Services	$	111,216
Meals on Wheels		1,373,829
Senior Center		565,516
G-H Transit		3,693,186
Facility Operations		205,320
TOTAL EXPENDITURES AND OTHER USES	$	5,949,067

CEMETERY TRUST FUND

REVENUES AND OTHER SOURCES		
Interest on Investments	$	1,500
Sales & Services		60,000
Budgeted Fund Balance		43,500
TOTAL REVENUES AND OTHER SOURCES	$	105,000
EXPENDITURES AND OTHER USES		
Transfer to Capital Projects Fund	$	80,000
Available for Capital Projects		25,000
TOTAL EXPENDITURES AND OTHER USES	$	105,000

CONFISCATED ASSETS

REVENUES AND OTHER SOURCES		
Budgeted Fund Balance	$	150,000
TOTAL REVENUES AND OTHER SOURCES	$	150,000
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	10,000
Purchased/Contracted Services		66,227
Supplies & Operating Charges		73,773
TOTAL EXPENDITURES AND OTHER USES	$	150,000

FISCAL YEAR 2025 PROPOSED BUDGET

HUD Grants

REVENUES AND OTHER SOURCES		
Intergovernmental - Grants	$	1,478,398
TOTAL REVENUES AND OTHER SOURCES	$	1,478,398
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	286,657
Purchased/Contracted Services		940,141
Supplies & Operating Charges		1,600
Capital Outlay		250,000
TOTAL EXPENDITURES AND OTHER USES	$	1,478,398

ECONOMIC DEVELOPMENT FUND

REVENUES AND OTHER SOURCES		
Interest on Investments	$	73,000
TOTAL REVENUES AND OTHER SOURCES	$	73,000
EXPENDITURES AND OTHER USES		
Professional & Other Services	$	73,000
TOTAL EXPENDITURES AND OTHER USES	$	73,000

FISCAL YEAR 2025 PROPOSED BUDGET

FIRE SERVICES FUND

REVENUES AND OTHER SOURCES		
Property Taxes	$	10,820,198
Delinquent Property Taxes		108,202
Motor Vehicle Taxes		60,978
Penalties & Interest		75,507
Interest on Investments		30,600
Transfer from General Fund		1,139,778
Budgeted Fund Balance		1,152,364
TOTAL REVENUES AND OTHER SOURCES	$	13,387,627
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	11,047,304
Purchased/Contracted Services		894,538
Supplies & Operating Charges		663,280
Indirect Cost Allocation		373,505
Intergovernmental		34,000
Transfer to Capital Projects Fund		375,000
TOTAL EXPENDITURES AND OTHER USES	$	13,387,627

TAX ALLOCATION DISTRICT FUND

REVENUES AND OTHER SOURCES		
Property Tax - Current	$	992,337
Intergovernmental		2,466,440
Interest on Investments		1,100
Budgeted Fund Balance		460,316
TOTAL REVENUES AND OTHER SOURCES	$	3,920,193
EXPENDITURES AND OTHER USES		
Payments to Others	$	3,785,357
Transfer to Debt Service		134,836
TOTAL EXPENDITURES AND OTHER USES	$	3,920,193

FISCAL YEAR 2025 PROPOSED BUDGET

POLICE SERVICES FUND

REVENUES AND OTHER SOURCES

Property Taxes	$	5,930,701
Delinquent Property Taxes		59,307
Motor Vehicle Taxes		33,423
Interest on Investments		150
Transfer from General Fund		360,937
Budgeted Fund Balance		124,418
TOTAL REVENUES AND OTHER SOURCES	$	6,508,936

EXPENDITURES AND OTHER USES

Personal Services & Employee Benefits	$	4,519,002
Purchased/Contracted Services		658,184
Supplies & Operating Charges		443,350
Transfer to Capital Projects Fund		888,400
TOTAL EXPENDITURES AND OTHER USES	$	6,508,936

HOTEL/MOTEL TAX FUND

REVENUES AND OTHER SOURCES

Hotel/Motel Taxes - CVB	$	875,000
Hotel/Motel Taxes - Tourism Development		375,000
Hotel/Motel Taxes - Unrestricted		750,000
Interest on Investments		425
TOTAL REVENUES AND OTHER SOURCES	$	2,000,425

EXPENDITURES AND OTHER USES

Gainesville Convention and Visitor's Bureau	$	1,625,425
Transfer to Debt Service		375,000
TOTAL EXPENDITURES AND OTHER USES	$	2,000,425

FISCAL YEAR 2025 PROPOSED BUDGET

IMPACT FEES FUND

REVENUES AND OTHER SOURCES		
Impact Fees - Police	$	350,000
Impact Fees - Fire		600,000
Impact Fees - Parks		975,000
Administrative Fees		57,750
Interest on Investments		4,450
TOTAL REVENUES AND OTHER SOURCES	$	1,987,200
EXPENDITURES AND OTHER USES		
Transfer to General Fund	$	57,750
Available for Capital Projects		919,450
Transfer to Capital Projects Fund		1,010,000
TOTAL EXPENDITURES AND OTHER USES	$	1,987,200

INFORMATION TECHNOLOGY FUND

REVENUES AND OTHER SOURCES		
Technology Fees	$	41,560
Interest on Investments		700
TOTAL REVENUES AND OTHER SOURCES	$	42,260
EXPENDITURES AND OTHER USES		
Available for Capital Outlay	$	31,312
Supplies and Operating Charges		10,948
TOTAL EXPENDITURES AND OTHER USES	$	42,260

FISCAL YEAR 2025 PROPOSED BUDGET

PARKS AND RECREATION FUND

REVENUES AND OTHER SOURCES		
Ad Valorem Taxes	$	7,467,839
Charges for Services		1,000,605
Interest on Investments		116,322
Other		1,777,298
Budgeted Fund Balance		150,000
TOTAL REVENUES AND OTHER SOURCES	$	10,512,064
EXPENDITURES AND OTHER USES		
Transfer to Capital Projects Fund	$	2,720,000
Indirect Cost Allocation		50,000
Maintenance		174,736
Recreation Services		694,004
Civic Center		902,258
Frances Meadows Center		2,248,367
Youth Sports Booster		230,269
Park Services		1,959,858
Lanier Point/Ivey Watson		362,664
Administration		1,169,908
TOTAL EXPENDITURES AND OTHER USES	$	10,512,064

GAINESVILLE CONVENTION AND VISITOR'S BUREAU

REVENUES AND OTHER SOURCES		
Intergovernmental - COG Hotel/Motel Tax	$	1,625,425
Charges for Services		336,391
Interest on Investments		3,300
Misc. Revenue		11,792
Budgeted Fund Balance		290,015
TOTAL REVENUES AND OTHER SOURCES	$	2,266,923
EXPENDITURES AND OTHER USES		
Lake Lanier Olympic Park	$	989,328
Convention and Visitor's Bureau		725,139
Mainstreet		264,521
Transfer to Capital Projects Fund		287,935
TOTAL EXPENDITURES AND OTHER USES	$	2,266,923

FISCAL YEAR 2025 PROPOSED BUDGET

LAND BANK AUTHORITY

REVENUES AND OTHER SOURCES		
Transfer from General Fund	$	100,000
TOTAL REVENUES AND OTHER SOURCES	$	100,000
EXPENDITURES AND OTHER USES		
Purchased/Contracted Services	$	100,000
TOTAL EXPENDITURES AND OTHER USES	$	100,000

CAPITAL PROJECTS FUND

REVENUES AND OTHER SOURCES		
SPLOST VIII	$	10,633,333
Intergovernmental (Federal, State & Local)		682,800
Water connection fees		2,075,598
Operating Expenditures		1,656,335
Transfers In (various funds)		36,551,335
TOTAL REVENUES AND OTHER SOURCES	$	51,599,401
EXPENDITURES AND OTHER USES		
City Manager's Office		
Demolition Program	$	100,000
Lanier Tech Bridge Aesthetic Enhancements		500,000
Greenway Connectivity		250,000
Signage Program		400,000
High Street Water Tower		75,000
Park 2 Park Connection		150,000
Municipal Court		
Public Safety Building Renovation		500,000
Information Technologies		
Microsoft 365		450,000
Network Upgrade		175,000
Network Security		175,000
Server Maintenance and Replacement		150,000
Fiber Replacement		175,000
Community Development Department		
Code Enforcement Radio Replacement		48,000
Fleet Replacement Vehicle		45,000
Gainesville Housing Attainability Program		250,000
Police Department		
Vehicle Replacement Program		780,000
Parade and Pedestrian Barricade System		100,000
Police Computer Upgrades		37,400
Mobile Data Terminal for Vehicles		71,000

FISCAL YEAR 2025 PROPOSED BUDGET

Fire Services	
Fire Station #5	6,600,000
SCBA Cylinder Replacement Schedule	56,000
Intersection Preemption	34,000
Fleet Replacement Rescue Vehicles	135,000
Fire Station #3 Remodel	150,000
Fire Training Tower Conex	160,000
Public Lands & Buildings	
Gainesville Administration HVAC Controls Replacement	300,000
Glass Replacement Gainesville Administration Building	350,000
Exterior Improvements	200,000
Replacement Service Vehicle	80,000
Land Bank Authority	
Acquiring and Revitalizing Properties	100,000
Public Works - Cemetery	
Cemetery Replacement Vehicle	60,000
Cemetery Section A Retention Wall	40,000
Cemetery Plot Restorations	40,000
Public Works - Engineering Services	
Transportation Master Plan Implementation	765,000
Street Resurfacing Program (LMIG)	600,000
Paving Program	610,000
Public Works Facility	200,000
Sidewalk Program	175,000
Roadway Patching Program	125,000
Traffic Calming and Road Safety Devices Program	50,000
Asphalt Preservation Program	50,000
Bridge Maintenance Program	25,000
Replacement Fleet Vehicle - Engineering	60,000
Public Works - Traffic Engineering	
Intelligent Transportation Systems Evaluation and Implementation	100,000
Traffic Cabinet Locks for Cyber Security	250,000
Battery Backup System and Signal Video Detection Install	200,000
Traffic Signal Cabinet Beautification Wrap	50,000
MUTCD Update Implementation	50,000
Traffic Cabinet Replacement	100,000
Public Works - Street Maintenance	
Skid Mounted Leaf-Vac	110,000
Tractor Attachment (Flail Mower 75" Rear Mount)	35,000
Mulching Head for Skid Steer	55,000
Replacement Fleet Vehicle-1	65,000
Replacement Fleet Vehicle-2	65,000
Brush Chipper	80,000
Replacement Dozer	175,000
Stormwater	
Stormwater Rehab Program	1,000,000

FISCAL YEAR 2025 PROPOSED BUDGET

Community Service Center	
HAT Facility Preventive Maintenance and Repairs	90,000
HAT Vehicles Preventive Maintenance and Repairs	90,000
HAT Technology Equipment	100,000
HAT Engineering/Design/Site Selection/Evaluation & NEPA	100,000
MOW Fleet Replacement	60,000
CSC Carpet Replacement	25,000
CSC Building Beautification	25,000
Department of Water Resources	
Dawsonville Highway Utility Relocation	700,000
FY23 Water Main Improvements	200,000
FY23 WTP Improvements	1,700,000
Rilla Road Booster Pump Station Improvements	1,400,000
Sardis Road Connector Utilities Relocation	4,577,000
Tanks Maintenance Program	200,000
FY22 Sanitary Sewer System Improvements	2,500,000
Water Treatment Plants NPDES Permit Compliance	700,000
Green Street Widening	2,000,000
SR60 Bridge @ Chattahoochee Utilities Relocation	250,000
SR11-US129 to Nopone Rd Utilities Relocation	100,000
Environmental Services Lab Renovations	400,000
FY25 New Water Meter Installations	3,000,000
Lift Station Improvements	2,500,000
Linwood WRF Sludge Press and Holding Tank	200,000
IT Upgrades	100,000
Riverside WTP Backwash System	100,000
FY25 Water Reclamation Facility Projects	1,350,000
Maintenance Service Truck with Crane 2	150,000
Dump Truck 1	140,000
Dump Truck 2	140,000
Marler Street Heated Storage Building	600,000
Utility Billing Software	1,000,000
Meter Maintenance Program	1,000,000

FISCAL YEAR 2025 PROPOSED BUDGET

Airport	
Tree Clearing	75,000
Rwy 11/29 Modifications	100,000
Runway 5 Extension	75,000
Solid Waste	
Automated Truck	400,000
Vehicle Services	
On Car Brake Lathe	25,000
Bench Brake Lathe	30,000
Golf Course	
Toro 4500 Mower	105,000
Driving Range Mats	35,000
Parks & Recreation	
Park Development - Recreation Center	750,000
Park Shade Structures	200,000
Roper Park Site Improvements	650,000
Wessell Park Parking Improvements	400,000
Greenway Lighting	250,000
LED Court/Field Lighting	100,000
City Park Stadium Parking Lot	100,000
Civic Center Renovations	300,000
Park Vehicles	270,000
Frances Meadows Pool Resurfacing	450,000
Frances Meadows Fitness Equipment Replacement	100,000
Gainesville CVB	
Phase II - Riverwalk (LLOP Master Plan)	287,935
Transfers:	
Transfers to (Various)	3,668,066
TOTAL EXPENDITURES AND OTHER USES	$ 51,599,401

FISCAL YEAR 2025 PROPOSED BUDGET

DEBT SERVICE FUND

REVENUES AND OTHER SOURCES		
Ad Valorem Taxes	$	4,571,618
Interest on Investments		11,208
Other		304,765
Transfers In		1,268,971
TOTAL REVENUES AND OTHER SOURCES	$	6,156,562
EXPENDITURES AND OTHER USES		
Bond Principal & Interest	$	5,972,491
Other Costs		184,071
TOTAL EXPENDITURES AND OTHER USES	$	6,156,562

FISCAL YEAR 2025 PROPOSED BUDGET

DEPARTMENT OF WATER RESOURCES

REVENUES AND OTHER SOURCES

Water Revenue	$	36,000,000
Water Connection Administration Fees		73,455
Water Tapping Fees		1,131,354
Account Service Fees		4,546,381
Other Service Fees		1,442,535
Late Payment Penalty		689,622
Sewer Revenue		35,420,911
Surcharge		1,200,000
Sewer Tapping Fees		41,040
Sewer Connection Administration Fees		37,814
Interest on Investments		400,000
Transfers In		2,075,598
Miscellaneous		87,117
Budgeted Net Position		17,134,730
TOTAL REVENUES AND OTHER SOURCES	$	100,280,557

EXPENDITURES AND OTHER USES

Sanitary Sewer	$	4,829,131
Flat Creek Water Reclamation Facility		11,309,873
Linwood Water Reclamation Facility		4,754,776
Lakeside Water Treatment		3,594,758
Riverside Water Treatment		6,902,232
Water Distribution		7,470,133
Maintenance		6,414,427
Engineering & Construction		5,123,215
Customer Account Services		4,666,618
Environmental Services		2,710,363
Finance and Administration		4,151,356
Debt Service		9,489,243
Transfers Out		28,864,432
TOTAL EXPENDITURES AND OTHER USES	$	100,280,557

FISCAL YEAR 2025 PROPOSED BUDGET

SOLID WASTE FUND

REVENUES AND OTHER SOURCES		
Residential Collections	$	2,821,960
Commercial - Franchise Fee		165,000
Interest on Investments		7,500
Budgeted Net Position		1,165,516
TOTAL REVENUES AND OTHER SOURCES	$	4,159,976
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	1,980,600
Purchased/Contracted Services		1,191,624
Supplies & Operating Charges		841,300
Indirect Cost Allocation		146,452
TOTAL EXPENDITURES AND OTHER USES	$	4,159,976

AIRPORT FUND

REVENUES AND OTHER SOURCES		
T-Hangar Rent	$	378,556
Corporate Hangar Rent		429,092
Industrial Park Rent		163,654
Fuel		53,244
Interest on Investments		1,500
Miscellaneous Revenue		82,726
TOTAL REVENUES AND OTHER SOURCES	$	1,108,772
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	103,114
Purchased/Contracted Services		472,497
Supplies & Operating Charges		73,600
Indirect Cost Allocation		209,561
Capital Outlay		250,000
TOTAL EXPENDITURES AND OTHER USES	$	1,108,772

FISCAL YEAR 2025 PROPOSED BUDGET

CHATTAHOOCHEE GOLF COURSE FUND

REVENUES AND OTHER SOURCES		
Greens Fees	$	1,091,306
Cart Fees		548,791
Other Revenue		143,530
Miscellaneous Revenue		27,300
Transfer from General Fund		140,000
Budgeted Net Position		63,877
TOTAL REVENUES AND OTHER SOURCES	$	2,014,804
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	958,600
Purchased/Contracted Services		233,611
Supplies & Operating Charges		376,000
Capital Outlay		140,000
Debt Service		306,593
TOTAL EXPENDITURES AND OTHER USES	$	2,014,804

GENERAL INSURANCE FUND

REVENUES AND OTHER SOURCES		
Premiums & Losses Paid by Department	$	2,393,282
Interest on Investments		15,000
TOTAL REVENUES AND OTHER SOURCES	$	2,408,282
EXPENDITURES AND OTHER USES		
Professional & Other Services	$	1,355,611
Claims		875,000
Indirect Cost Allocation		177,671
TOTAL EXPENDITURES AND OTHER USES	$	2,408,282

FISCAL YEAR 2025 PROPOSED BUDGET

EMPLOYEE BENEFITS FUND

REVENUES AND OTHER SOURCES		
Premiums	$	12,097,793
Interest on Investments		2,200
TOTAL REVENUES AND OTHER SOURCES	$	12,099,993
EXPENDITURES AND OTHER USES		
Health Premiums	$	494,278
Dental Insurance Premiums		50,000
Long & Short-term Disability Premiums		139,473
Life Insurance Premiums		293,627
Reinsurance		597,491
Indirect Cost Allocation		35,350
Medical Clinic Operations		912,100
Claims/Administrative Fees		8,399,224
Other Costs		1,178,450
TOTAL EXPENDITURES AND OTHER USES	$	12,099,993

VEHICLE SERVICES FUND

REVENUES AND OTHER SOURCES		
Charges For Services	$	1,546,343
Sales - Fuel		2,544,000
TOTAL REVENUES AND OTHER SOURCES	$	4,090,343
EXPENDITURES AND OTHER USES		
Personal Services & Employee Benefits	$	584,674
Purchased/Contracted Services		96,519
Supplies & Operating Charges		3,409,150
TOTAL EXPENDITURES AND OTHER USES	$	4,090,343

GRAND TOTAL	$	270,043,945
LESS TRANSFERS/INDIRECT COST COUNTED TWICE		(61,088,973)
TOTAL NET BUDGET	$	208,954,972

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	June 10, 2024
Date Submitted:	June 11, 2024
Final Approval Date:	June 12, 2024
Presenter:	Abb Hayes, City Attorney
Item of Business:	Public Comments Regarding Proposed Fiscal Year 2025 Budget
Meeting Date:	June 13, 2024

Purpose of Request:
The purpose of this request is to allow for public comments pertaining to the proposed FY25 budget.

Facts & Issues / History & Background:

Department Recommendation:

Department Director:
Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:
None

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	June 10, 2024
Date Submitted:	June 10, 2024
Final Approval Date:	June 11, 2024
Presenter:	Sam Couvillon
Item of Business:	Appointment: Airport Advisory Committee
Meeting Date:	June 13, 2024

Purpose of Request:
The purpose of this request is to address the Hall County Representative's expired term position.

Facts & Issues / History & Background:
The AAC follows the guidelines of the City Charter and the Code of Ordinances as well as the requirements set forth in Business Resolution 2011-43. Members serve three-year terms. The Hall County Board of Commissioners nominated Alan Wayne, Brian Daniel and Alex Wayne at their May 23, 2024 voting meeting and submitted the nominations to the City of Gainesville for consideration. Mayor Couvillon expressed an interest in nominating Alan Wayne for reappointment. The outstanding debt verification process has been completed with no concerns.

Department Recommendation:
To consider the nomination as submitted by the Mayor.

Department Director:
Sam Couvillon

If funding is involved, are funds approved within the current budget? No

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:
1. AAC Members
2. HC 2024 AAC Nominations
3. 2024 AAC Attendance Report May 2022 - May 2024

AIRPORT ADVISORY COMMITTEE

POST	LAST NAME	FIRST NAME	APPOINTED	REAPPOINTED	EXPIRATION
Ward 1	Graybeal	Casey	5/2/2017	8/21/2018 9/21/2021	9/4/2024
Ward 2	Smith	Rodney	9/5/2006 UE	3/17/2009 9/4/2012 9/1/2015 8/21/2018 9/21/2021	9/4/2024
Ward 3	Haynes	John	3/4/2014	5/2/2017 6/16/2020 6/20/2023	6/20/2026
Ward 4	Nivens	Allen	5/19/2020	6/20/2023	6/20/2026
Ward 5	Kemp, Jr.	Alvin (Lee)	1/6/2004 UE	2/7/2006 3/17/2009 3/4/2014 5/2/2017 5/19/2020 6/20/2023	6/20/2026
Hall County Representative	Wayne	Alan	12/13/2007	6/5/2012 8/18/2015 8/21/2018 7/20/2021	6/5/2024
Ex-Officio	Brooks	Barbara	1/19/2021	1/4/2022 1/17/2023 1/16/2024	1/7/2025
Ex-Officio	Hayes	Juli	1/19/2021	1/4/2022 1/17/2023 1/16/2024	1/7/2025
Airport Manager Chair	Poole	Lisa			

TERM: Three year terms

NOTE: Council makes all appointments
Hall County makes recommendations to the Council
Public Works Director (or designee) serves as Chair with voting privileges

CONTACT: Lisa Poole, Lee Gilmer Airport Manager

UPDATED: 1/8/2024 ag

AIRPORT ADVISORY COMMITTEE

POST	LAST NAME	FIRST NAME	APPOINTED	REAPPOINTED	EXPIRATION
Ward 1	Graybeal	Casey	5/2/2017	8/21/2018 9/21/2021	9/4/2024
Ward 2	Smith	Rodney	9/5/2006 UE	3/17/2009 9/4/2012 9/1/2015 8/21/2018 9/21/2021	9/4/2024
Ward 3	Haynes	John	3/4/2014	5/2/2017 6/16/2020 6/20/2023	6/20/2026
Ward 4	Nivens	Allen	5/19/2020	6/20/2023	6/20/2026
Ward 5	Kemp, Jr.	Alvin (Lee)	1/6/2004 UE	2/7/2006 3/17/2009 3/4/2014 5/2/2017 5/19/2020 6/20/2023	6/20/2026
Hall County Representative	Wayne	Alan	12/13/2007	6/5/2012 8/18/2015 8/21/2018 7/20/2021	6/5/2024
Ex-Officio	Brooks	Barbara	1/19/2021	1/4/2022 1/17/2023 1/16/2024	1/7/2025
Ex-Officio	Hayes	Juli	1/19/2021	1/4/2022 1/17/2023 1/16/2024	1/7/2025
Airport Manager Chair	Poole	Lisa			

TERM: Three year terms

NOTE: Council makes all appointments
Hall County makes recommendations to the Council
Public Works Director (or designee) serves as Chair with voting privileges

CONTACT: Lisa Poole, Lee Gilmer Airport Manager

UPDATED: 1/8/2024 ag

From: Jennifer Rivera (Administration)
To: Alisa Grayson; Denise Jordan
Cc: Lisa Poole; Abril Olivas (Administration)
Subject: [EXTERNAL] Nominations to the Airport Advisory Committee
Date: Friday, May 24, 2024 11:03:03 AM
Attachments: image001.png

CAUTION:*This email originated from outside the City of Gainesville networks. Be aware of phishing, and remember CoG DoIT will never ask for your password or other personal information in email. Do not open up attachments or click on links unless you are absolutely sure it is legit and safe.. When in doubt, click the Phish Alert button or contact the CoG DoIT Help Desk****

Please be advised that in their May 23, 2024 Voting Meeting, the Hall County Board of Commissioners nominated the following persons to the Airport Advisory Committee: Alan Wayne, Brian Daniel and Alex Wayne. Once the appointment is chosen by the Gainesville City Council, please let me know so that I can update our records. Should you need anything further, please let me know.

Thanks,
Jennifer

Jennifer Rivera
Board of Commissioners Clerk
Hall County Government
Tel: 770-297-2684
jrivera@hallcounty.org
www.hallcounty.org

Image

AIRPORT ADVISORY COMMITTEE ATTENDANCE REPORT

MEETING			BOARD MEMBER							
	DATE	TYPE	GRAYBEAL	SMITH	HAYNES	NIVENS	KEMP	WAYNE	HAYES	BROOKS
1	5/10/2022	R	1	1	1	1	0	1	1	1
2	11/8/2022	R	0	0	1	0	1	1	1	1
3	5/9/2023	R	1	1	0	1	1	0	1	1
4	11/14/2023	R	1	1	1	1	1	0	1	1
5	5/14/20024	R	1	0	0	1	0	1	1	0
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26										
27										
28										
	TOTAL	**5**	**4**	**3**	**3**	**4**	**3**	**3**	**5**	**4**
	ATTENDANCE %		**80%**	**60%**	**60%**	**80%**	**60%**	**60%**	**100%**	**80%**

TYPE MEETING: **R** = Regular Scheduled Meeting **C** = Called Meeting

ATTENDANCE: **0** = Absent **1** = Attended

NOTES:

Submitted By: Lisa Poole **Date:** 6/10/2024

Recording Secretary

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	June 10, 2024
Date Submitted:	June 10, 2024
Final Approval Date:	June 11, 2024
Presenter:	Sam Couvillon
Item of Business:	Appointments: Main Street Advisory Board
Meeting Date:	June 13, 2024

Purpose of Request:
The purpose of this request is to address the upcoming expiring term positions held by Edward Puckett, Eliana Barnard, Pamela Williams-Lime and Connie Rock.

Facts & Issues / History & Background:
The Main Street Board follows the guidelines as set forth in the City Charter and Code of Ordinances as well as Business Resolution 2010-02. Members serve two-year terms. Eliana Barnard, Pamela Williams-LIme and Connie Rock confirmed a willingness to serve another term. Rachel Marshall is interested in serving on the board as a replacement for Edward Puckett's position. The outstanding debt verification process was completed with no concerns.

Department Recommendation:
To consider the nominations as submitted by the Mayor.

Department Director:
Sam Couvillon

If funding is involved, are funds approved within the current budget? No

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:
1. Main Street Board Members
2. 2024 Main St Board Attendance Report
3. 2024-05-30 Rachel Marshall CSFV

MAIN STREET GAINESVILLE ADVISORY BOARD

POST	LAST NAME	FIRST NAME	APPOINTED	REAPPOINTED	EXPIRES
Post 1	Elliott The Inked Pig	Andrew	11/5/2019	6/15/2021 8/1/2023	6/30/2025
Post 2 Vice Chairman	Tatro, Jr. Tatro Properties, LLP Pharmacon Nuclear	Claude	6/18/2019	6/15/2021 8/1/2023	6/30/2025
Post 3	White Resource Property Mgmt	Leslie	6/16/2020 UE	6/15/2021 8/1/2023	6/30/2025
Post 4	Puckett Carroll Daniel Construction	Edward	8/16/2022		6/30/2024
Post 5	Barnard NoFo Brew Co.	Eliana	2/21/2023 UE		6/30/2024
Post 6	Williams-Lime Represents The Arts Council	Pamela	8/16/2022		6/30/2024
Post 7	Rock Downtown Resident	Connie	8/16/2022		6/30/2024
Ex-Officio	Dunagan	Danny	1/4/2022	1/17/2023 1/16/2024	1/7/2025

TERM: 2 year terms

CONTACT: Nicole Parham, Main St Manager
Robyn Lynch, Communications and Tourism Director

NOTES: Appointments made by the Governing Body
All Directors shall assume their office/duties in July of each year (except for the initial Board).

UPDATED: Wednesday, May 1, 2024

MAIN STREET ADVISORY BOARD ATTENDANCE REPORT

MEETING			BOARD MEMBER						
	DATE	TYPE	Elliott	Tatro	White	Puckett	Lime	Rock	Dunagan
1	8/16/2022	R	1	1	0	1	1	0	1
2	9/20/2022	R	1	1	1	1	1	0	1
3	10/18/2022	R	0	0	0	0	0	1	1
4	11/15/2022	R	0	1	1	0	1	1	1
5	1/17/2023	R	1	0	1	0	1	1	1
6	2/21/2023	R	1	1	1	1	1	1	0
7	4/18/2023	R	0	1	1	1	1	1	1
8	5/16/2023	R	1	1	1	1	1	1	1
9	7/18/2023	R	1	1	1	0	1	1	0
10	9/19/2023	R	1	1	0	0	1	1	1
11	10/17/2023	R	0	1	0	0	1	1	1
12	11/21/2023	R	1	1	1	0	1	0	0
13	1/16/2024	R	1	1	0	1	1	1	1
14	2/20/2024	R	1	1	0	1	1	1	0
15	4/16/2024	R	0	0	0	1	1	1	1
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
	TOTAL	**15**	**10**	**12**	**8**	**8**	**14**	**12**	**11**
ATTENDANCE %			**67%**	**80%**	**53%**	**53%**	**93%**	**80%**	**73%**

TYPE MEETING: **R** = Regular Scheduled Meetin **C** = Called Meeting
ATTENDANCE: **0** = Absent **1** = Attended

Submitted By: Nicole Parham **Date:** 4/29/2024
Recording Secretary

Boards and Committees Volunteer Form

DATE: May 30, 2024

PERSONAL INFORMATION

NAME: Rachel Marshall **CITY WARD:** N/A **COUNTY DISTRICT:** N/A

AGE: 35 to 44 **GENDER:** Female

RESIDENTIAL ADDRESS: 2019 Providence Road Statham, GA 30666

HOW LONG HAVE YOU LIVED AT THIS ADDRESS: 1 to 5 Years

HOME PHONE: **CELL PHONE:** (912) 541-0830 **WORK PHONE:** (912) 541-0830

EMAIL: rachel@bourbonbrothers.com

EMPLOYER: Bourbon Brothers Smokehouse & Tavern

WILL SERVING ON A BOARD/COMMITTEE CREATE A CONFLICT WITH YOUR EMPLOYER? No

EDUCATIONAL INSTITUTION(S)

NAME OF SCHOOL : Georgia Southern University

CITY/STATE : Statesboro, GA

AREA OF STUDY : Communications

YEAR GRADUATED : 2003

DEGREE : Bachelor of Science in Public Relations

BUSINESS OWNER:

Not a business owner

CIVIC/COMMUNITY INVOLVEMENT:

ORGANIZATION(S), DUTIES AND YEARS OF SERVICE:

EXPERTISE: Hotelier systems, Restauranteur

OTHER EXPERIENCE / INTEREST / SKILLS:

Event Planning

Graphic Design

Marketing and Sales

BOARDS/COMMITTEES OF INTEREST:

FIRST CHOICE: Main Street Advisory Board
ALTERNATE CHOICE #2: Convention and Visitors Bureau (CVB) Authority
ALTERNATE CHOICE #3: Historic Preservation Commission (HPC)

NOTES FOR INTERNAL USE ONLY

CITY OF GAINESVILLE

Work Session Agenda Request

Item Created:	May 21, 2024
Date Submitted:	June 11, 2024
Final Approval Date:	June 11, 2024
Presenter:	Abb Hayes, City Attorney
Item of Business:	Ordinance: Code Of Ordinances Recodification
Meeting Date:	June 13, 2024

Purpose of Request:
The purpose of this request is to present an ordinance to approve the recodification of the Code of Ordinances.

Facts & Issues / History & Background:
Codification of ordinances is coordinated by the Clerk's Office via a contractual agreement with the Municipal Code Corporation. Staff initiated a Recodification Project to update the Code of Ordinances and the Unified Land Development Code. The project involved all departments and included a legal review designed to address the following:

1. Conflicts with state/federal law
2. Discrepancies within the codes
3. Obsolete information
4. Department names, job titles and similar actions

The proposed ordinance will recodify the City of Gainesville Code of Ordinances.

The Unified Land Development Code is moving forward to the Planning and Appeals Board for consideration.

Department Recommendation:
Adopt the ordinance to recodify the Code of Ordinances.

Department Director:
Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:
1. Code of Ordinances Proof
2. Ordinance: Code Book Recodification

THE CODE OF ORDINANCES

RECODIFICATION PROOF

EXCEEDS 1200 PAGES.

IT IS AVAILABLE FOR REVIEW

UPON REQUEST TO

THE CITY CLERK'S OFFICE.

Passed: _____

AN ORDINANCE

No. 2024-

AN ORDINANCE TO ADOPT AND ENACT A NEW CODE FOR THE CITY OF GAINESVILLE, GEORGIA; TO REPEAL CERTAIN ORDINANCES NOT INCLUDED THEREIN; TO PROVIDE A PENALTY FOR THE VIOLATION THEREOF; TO PROVIDE FOR THE MANNER OF AMENDING SUCH CODE; AND PROVIDING WHEN SUCH CODE AND THIS ORDINANCE SHALL BECOME EFFECTIVE; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:

SECTION I

The Code entitled "The Code of the City of Gainesville, Georgia," published by Municode and available to the public and elected officials through the City Clerk's Office, consisting of Titles 1 through 10 is hereby adopted.

SECTION 2

Such Code referenced in Section 1 hereof includes ordinances adopted through April 1, 2022. All ordinances of a general and permanent nature enacted on or before April 1, 2022, and not included in the Code referenced in Section 1 hereof or recognized and continued in force by reference therein, are repealed.

SECTION 3

Unless another penalty is expressly provided, every person convicted of a violation of any provision of the Code or any ordinance, rule or regulation adopted or issued in pursuance thereof shall be punished by a fine not exceeding $1,000.00, imprisonment for a term not exceeding 180 days, or any combination thereof. Except as otherwise provided: (i) with respect to violations that are continuous with respect to time, each day that the violation continues is a separate offense; and (ii) as to other violations, each act is a separate offense. The penalty provided by this section, unless another penalty is expressly provided, shall apply to the amendment of any Code section, whether or not such penalty is reenacted in the amendatory ordinance. In addition to the penalty prescribed above, the City may pursue other remedies such as abatement of nuisances, injunctive relief and revocation of licenses or permits.

SECTION 4

Additions or amendments to the Code when passed in such form as to indicate the intention to make the same a part of the Code shall be deemed to be incorporated in the Code, so that reference to the Code includes the additions and amendments.

SECTION 5

Ordinances adopted after April 1, 2022, that amend or refer to ordinances that have been codified in the Code shall be construed as if they amend or refer to like provisions of the Code.

Such ordinances include the following ordinances: (i) 2022-30; (ii) 2022-31; (iii) 2022-36; (iv) 2022-37); (vi) 2022-40; (vii) HR-2022-01; and (viii) 2023-21.

SECTION 6

The Code referenced and adopted in Section 1 hereof is hereby amended as follows:

(A) On the cover page, numbered as page iii, change "Juli Clay" to "Juli Hayes;" change "George Wangemann" to "Abigail Guzman;" and change "Denise O. Jordan, CMC" to "Denise O. Jordan, MMC."

(B) In Sec. 6-7-2, delete "*Reserved*" after the definition of "*Applicant.*"

(C) In Sec. 10-1-17(a)(3), delete the sentence at the end of the subsection, which reads, "Effective January 1, 2017, Residential classification users will be capped at 12ccfs per month with a return factor of 93 percent."

(D) Delete 10-1-17(h)(1).

(E) In Sec. 6-9-5, delete "Reserved" and insert the following: "**Solicitor's permit required.** It shall be unlawful for any person to beg or solicit alms for himself or on behalf of other persons before first securing a permit from the City manager or his designee."

SECTION 7

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

SECTION 8

The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville.

W. Samuel Couvillon, Mayor

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk

4888-8887-6231, v. 7