[Pursuant to a proclamation issued by Governor Kay Ivey on March 18, 2020, elected officials are allowed to meet remotely by means of Internet video or telephone conference and the public was invited to listen to, observe, or participate in the meeting by such means. The elected officials met by way of Internet video conference and allowed the public to listen, observe and participate by the same means.]

The City Council of the City of Mountain Brook, Alabama met informally by way of Internet video conference at 5:30 p.m. on the 26th day of October, 2020. The Council President called the pre-meeting to order and the roll was called with the following results:

Present: Virginia C. Smith, Council President
William S. Pritchard III, Council President Pro Tempore
Lloyd C. Shelton
Alice B. Womack
Stewart Welch III, Mayor

Absent: Philip E. Black

Also present were City Attorney Whit Colvin, City Manager Sam Gaston, and City Clerk Steven Boone.

1. AGENDA

1. Review of Oakdale/Kingshill Road intersection—Richard Caudle of Skipper Consultants (Appendix 1.)
   - Tamara Creeden requests a crosswalk on Oakdale Road at its intersection with Kingshill Road and a multi-way stop
   - There is a sidewalk along the south-side of Oakdale Road that ties into the sidewalk on Oakdale Drive
   - There is a pedestrian crossing one block to the east of the this location at Woodvale Road
   - The police department-conducted speed survey shows what is desired—the 85th percentile speed is 31 miles per hour with virtually no one exceeding the speed limit by more than 10 miles per hour
   - Traffic volume 2,500-2,900 vehicles/day is higher than a typical neighborhood street (2,000 or less vehicles/day) attributable to the high school and commuters
   - There was one right-angle crash observed with no injuries
   - A 30-second drone video showing typical traffic volume and maneuvers over a 23-minute period (7:30-7:53 a.m.) was presented
   - No pedestrians were observed during the period recorded
   - The multi-way stop is not recommended based on the observations
   - Regarding the crosswalk, there are no ADA facilities along the north-side of the road. The ADA facilities along the south-side of the road are not oriented properly to accommodate a crosswalk at this location.
   - Typically, if a city improvement is initiated the City is required to make it accessible for all. Therefore, it would take considerable work to make this crosswalk accessible for all.
   - Furthermore, once you get an individual across the intersection, where to they go from there. Additional sidewalks may be necessary.
• Oakdale Drive motorists may have difficulty seeing and reacting to pedestrians in the crosswalk
• There could also be a visibility limitation looking to the left

While Ms. Creedep's request seemed reasonable, the elected officials expressed their desire to follow the traffic engineer's recommendation.

2. Jefferson County Sewer projects along Memory Lane/Dan Watkins Road and on Culver Road/Petticoat Lane in Mountain Brook Village—Jefferson County Environmental Services Dept. (Appendix 2.)
• The project is expected to be bid in the winter of 2021, construction to commence in spring 2022 and last for more than one year.
• The project is being coordinated with both the roundabout and Lane Parke projects
• The City Manager shall schedule a follow-up meeting with himself, Ronnie Vaughn, the engineers, John Evans, Richard Caudle, Council President Smith and Council President Pro Tempore Pritchard.

3. Storm Water Detention Ordinance amendments—Glen Merchant (Appendix 3.)
• The proposed changes strengthen the existing regulations
• A lot with a slope of 12 percent or more requires storm water detention measures in conjunction with development
• Low-impact development (LID) and green infrastructure practices have been incorporated
• The goal is not only to control the amount of water entering the streams but also the quality of [runoff] water
• Phased development is encouraged for both redevelopment or new development
• The vegetative buffer should be outside of the silt fencing to filter the runoff
• The land disturbance bond is $3,000/acre currently. The proposed ordinance increases the bond to $10,000/acre.
• The fee schedule is proposed to be increased to in order to provide a greater incentive to comply with the regulations
• The investment by developers and property owners to better regulate run-off will ultimately save the City money with respect to its drainage infrastructure
• Council President Pro Tempore Pritchard suggested the City solicit input from builders/architects and other that will be directly impacted by this ordinance

Mr. Thomas with Waltcher Schoel Engineering:
• With respect to the increased project costs, it depends on how much of the storm water requirements the developer takes on with respect to the LID and other protective measures
• An undeveloped site will have to implement measures to ensure that post-development run-off is the same as pre-development

• The proposed ordinance requires any clearing whether for a development or not to consider pre-improvement and post-improvement run-off
• Any changes in the lot condition will require plans to manage and mitigate run-off
• Pritchard inquired how many properties may be impacted by these proposed regulations
• Clearing underbrush may not trigger these proposed regulations unless some of the underlying lot conditions outlined in the ordinance are present (e.g., 12 percent or more slope)
• Pritchard expressed concern that the regulations are too far-reaching (suggested that these regulations be applicable only to permitted development projects)
• This matter will be reconsidered at a later date to allow for further study of the concerns raised
4. Proposed amendment to Chapter 14 (Fees) related to failure to comply with the Storm Water Ordinance (second and third inspections fees)—Glen Merchant (Appendix 4). Discussion tabled until the aforementioned Storm Water Detention Ordinance matter is reconsidered.

5. Comments from residents about making Briar Oak Drive and River Oaks Road a 3-way stop—Richard Caudle of Skipper Consultants (Appendix 5.)
   - Only one call in favor of the requested stop signs has been received

   Chris Powanda:
   - Stated that other residents in favor of the stop signs were on earlier but had to leave
   - The residents want both the stop signs and the reduced speed limit
   - While the traffic counts and speeding numbers is low, taken into perspective, they are high for this residential street

   Mr. Russom:
   - River Oaks is less than 1,000 feet long and not intended to be a cut-through street
   - Seemingly, people moving to area have school-age children
   - Navigation systems sometimes reroute traffic through this area to avoid Overton Road
   - The 85th percentile using a 30 mile per hour speed limit is too much for such a short street

The elected officials expressed their support to install stop signs at this.

Powanda urged the Council to also consider reducing the speed limit to at least 25-miles per hour and believes the affected residents would not object to a 20-mile per hour speed limit. President Smith stated that only the stop signs will be considered on November 9.

   - The matter shall be formally considered at the November 9, 2020, meeting of the City Council and the City Manager shall mail notices to area residents.

6. Mill Springs Road/Cold Harbor Drive 3-way stop study—Richard Caudle of Skipper Consultants (Appendix 6.) Based on the traffic study, a multi-way stop is not warranted. The members of the City Council each expressed their desire to follow the recommendation of the traffic engineer.

7. Rebuild Alabama Act grant application for the Caldwell Mill Road bridge—Blair Perry of Gresham Smith (Resolution No. 2020-183 was added to the formal meeting agenda.)

8. Birmingham Water Works costs estimates to relocate water line around new Caldwell Mill Road bridge—Blair Perry of Gresham Smith (Appendix 7.)
   - The BWWB seems receptive to covering the cost if allowed to attach the water main to the bridge. Otherwise, BWWB requests the City to pay any additional costs incurred to bury the pipe under the stream.
   - The City Attorney was asked to review the franchise agreement to determine whether the City is compelled to participate in the cost of the relocation of the water main.
   - Waiting two weeks while the City Attorney researches the franchise agreement will not adversely impact the aforementioned Rebuild Alabama Act grant application.

9. Reappointment of Rachel Barton to the Jefferson County Intellectual and Development Disabilities Authority, Inc. (Resolution No. 2020-181 was added to the formal meeting agenda.)
10. Request for a conditional use to expand previous Pet Vet services by moving the grooming function to 208 Country Club Park: allowing growth of other veterinary services in the primary location at 253 Country Club Park—Mike Mahaffey, applicant.
   - If approved, all grooming services will be performed in the space next to Urban Cookhouse
   - Pets will be dropped off and picked-up at the main office so parking will not be impacted in the vicinity of Otey’s and Urban Cookhouse
   - There is a backdoor exit along the ally that may be used if there are a lot of people seated in the outside dining area of Otey’s and Urban Cookhouse
   - Resolution No. 2020-182 was added to the formal meeting agenda

11. Quotes to add iWave air purifiers at Stations #1 and #3—Chief Mullins (Resolution No. 2020-183 was added to the formal meeting agenda.)

12. Request to de-annex property at 314 Malaga Avenue, 35209 (Appendix 8).
   - President Smith: Because there are three residential properties in the area (313 and 314 Malaga Avenue and 316 Greenwood), Smith stated that she is not inclined to de-annex this property
   - Council President Pro Tempore Pritchard stated that it is a hard sell to ever de-annex a property and sees no reason to do so at this time
   - Both Council members Shelton and Womack agreed
   - Boone was asked to let Mr. Ydel know of the Council’s sentiment regarding the requested de-annexation

13. Review of the other matters to be considered at the formal (7 p.m.) meeting.

2. **ADJOURNMENT**

   There being no further business or matters for discussion, Council President Smith adjourned the meeting at approximately 7:12 p.m.

3. **CERTIFICATION**

   I, Steven Boone, City Clerk of the City of Mountain Brook, Alabama, certify the above is a true and correct synopsis of the discussion from the work session of the City Council of the City of Mountain Brook, Alabama held by way of Internet videoconference on October 26, 2020, and that the meeting was duly called and held in all respects in accordance with the laws of the State of Alabama and bylaws of the City and that no formal action or votes were conducted at said work session.

   [Signature]

   City Clerk Approved by
   City Council November 9, 2020
Oakdale Road at Kingshill Road

This report presents a preliminary analysis performed for citizen requests regarding the intersection of Oakdale Road and Kingshill Road in the City of Mountain Brook. Specifically, the requests are for a four-way stop at the intersection and a crosswalk crossing Oakdale Road. The location of the intersection is depicted on the map below.

The City has constructed a sidewalk along the south side of Oakdale Road, connecting to existing sidewalks on Woodvale Road and Oakdale Drive. The configuration of the intersection is shown in the aerial photo below.

---

Speed Data

The Mountain Brook Police Department conducted a traffic count and speed survey on Oakdale Road near Kingshill Road from Tuesday, September 8, 2020 to Tuesday, September 15, 2020. The following is the relevant data from the speed survey:

<table>
<thead>
<tr>
<th>Description</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicle Count</td>
<td>17,888</td>
</tr>
<tr>
<td>Posted Speed Limit</td>
<td>30 mph</td>
</tr>
<tr>
<td>Average Speed</td>
<td>28 mph</td>
</tr>
<tr>
<td>85th Percentile Speed</td>
<td>33 mph</td>
</tr>
<tr>
<td>Vehicles over 30 mph</td>
<td>4,689 (16%)</td>
</tr>
<tr>
<td>Vehicles over 35 mph</td>
<td>415 (9%)</td>
</tr>
<tr>
<td>Vehicles over 40 mph</td>
<td>46 (1%)</td>
</tr>
</tbody>
</table>

The fact that the 85th percentile speed of traffic is within 1 mph of the posted speed limit indicates that speeding is not a factor on Oakdale Road.

Traffic Count Data

The weekday traffic volume on Oakdale Road varies from 2,000 to 2,500 vehicles per day. This is higher than typical for a residential roadway in the City. The higher traffic volume is influenced by traffic generated by Mountain Brook High School and commuter flows to Overton Road and Old Leeds Road.

Crash History

Crash data for the previous five years for the vicinity of the intersection of Oakdale Road at Kingshill Road was obtained from the Mountain Brook Police Department. There have been three recorded crashes during this time frame. These included:

- A right angle crash between a vehicle northbound on Kingshill Road and a vehicle westbound on Oakdale Road due to failure to yield right-of-way
- A DUI-related crash at the intersection of Oakdale Road at Oakdale Drive
- A rear-end crash at the pedestrian crosswalk on Oakdale Drive

Drone Video

Skipper Consulting, Inc. performed a drone video observation of the intersection of Oakdale Road at Kingshill Road on Friday, October 16, 2020 for a 25-minute period beginning at 7:30 a.m. During this time, no pedestrians were recorded crossing Oakdale Road at the intersection of Kingshill Road. A short clip of the typical traffic conditions at the intersection may be presented during the meeting.
Multi-Way Stop Request

Regarding the proposal for the installation of a four-way stop, this intersection would not be the proper location for installation of a four-way stop. The side street traffic volumes will not meet volume warrants, and the other engineering judgement criteria the City routinely uses to evaluate an intersection for a four-way stop will not be met at this intersection. Furthermore, it would not be prudent from a traffic operations standpoint to expect vehicles to stop which are coming up the hill from Oakdale Drive so quickly after negotiating the intersection of Oakdale Road and Oakdale Drive. And furthermore, it would not be appropriate to have two closely spaced four-way stops, seeing that the intersection of Oakdale Road and Woodvale Road is already a four-way stop and is located just 365 feet west of the intersection of Oakdale Road at Kingshill Road.

Crosswalk Request

Regarding the proposal for the installation of a crosswalk crossing Oakdale Road at Kingshill Road, there are three factors which should be considered before making a decision to install a crosswalk: 1) there is not appropriate ADA facilities for the proposed crosswalk. There are no ADA facilities on the north side of the intersection, and the existing curb ramps on the south side of the intersection are not oriented properly to provide an accessible crossing from the north side of the intersection (see pictures below). While the City has made a very limited number of exceptions in the past (particularly in the immediate area of a school), the City is obligated to provide equivalent accommodations for all users if it undertakes an improvement in the public right-of-way.

2) there may be an issue with traffic coming up the hill from Oakdale Drive turning onto Oakdale Road to properly react to a pedestrian in a crosswalk after having negotiated the somewhat difficult intersection of Oakdale Drive at Oakdale Road; and

3) there may be a limitation on the visibility looking to the right from the north side of the intersection (see picture on the following page), resulting in a vehicle having too little stopping sight distance to stop for a pedestrian in the proposed crosswalk. This would need to be measured and compared with minimum standards.
Dear Mr. Gaston:

I have spoken twice with Police Chief Ted Cook, and he recommended that you are the next person in line to address my concerns. (He was EXTREMELY helpful and polite in addressing my concerns.) Chief Cook agreed that the traffic volume at the intersection is high – even during this time of “reduced traffic” with so many students and residents working from home – and that under non-Covid times, the volume would increase. Chief Cook said the average recorded traffic speed was slightly below the limit.

My suggestion/concern is this: There is no SAFE way for children (or adults) to cross Oakdale from my side of Kingshill to get to the sidewalk. To do so, one must either cross Oakdale directly – hoping drivers (coming up and around the curve or down the hill) can stop in time to avoid you, or walk on the front lawn of the home at the corner of Kingshill and Oakdale, in order to access the grassy knoll to enter a crosswalk. My suggestion is to add a crosswalk and signage notification from Kingshill to Kingshill across Oakdale. Another suggestion might be to make that intersection a 4-way stop (recognizing the next street up Oakdale is also a 4-way stop). I understand the City is adverse to speed bumps, and while I think that would ABSOLUTELY help, know from prior conversations that suggestion is moot.

I have lived at 3620 Kingshill Road for nearly 15 years. In that time, I have seen several near misses and a few accidents at the octopus intersection at Kingshill and Oakdale. (Our daughter was one of those accidents a few years ago, where an uninsured driver ran the stop sign totaling our car and injuring our daughter – she is now fine.)

About five years ago, when sidewalks were added, the “grassy knoll” was reconfigured to better direct the multiple lanes and directional traffic. However, those improvements were not significant to alleviate my concerns for public safety. Frankly, there are more children living on our street than have ever lived here in the 15 years of our residency. Since August, on two occasions, I have illegally stopped my car while coming up Oakdale in order to protect children on bicycles attempting to cross to the sidewalk. One of those times, the driver behind me had to slam their brakes and honked (and likely cursed) me, until he could see the children emerge from in front of my car. I would rather replace a car than lose a child. However, I would much rather see a safer configuration than what currently exists.

As I explained to Chief Cook, I am not a traffic engineer, and I know the City of Mountain Brook employs far more talented minds than mine to make these decisions. However, I truly believe something needs to be done to improve safety for all the children who currently reside on our street. Again, we have more young children here than anytime in the years I’ve lived here, and I believe the opportunity for harm is great.

Appreciate anything you can do to improve this and make the sidewalks more safely accessible to our children (and old ladies like me). 😊

Sincerely,
Tamara Creedon
850-221-9130

Sent from Mail for Windows 10
Jefferson County Environmental Services Department

Memory Lane Sanitary Sewer Overflow (SSO) Abatement Project
Memory Lane Sanitary Sewer Overflow Abatement Project

Project Purpose
- Resolve capacity issues within two collection system segments
- Eliminates Sanitary Overflows at 10 manhole locations
- Schedule (Subject to Change Based upon Easements, Permits, Time to Award, etc.)
  - Bid: Winter 2021
  - Construction Start: Spring 2022
  - Construction Completion: Spring 2023

- Two Segments
  - Cahaba Road/Hermosa Drive
  - Memory Lane/Country Club Lane
  - Work is performed downstream to upstream starting with Culver and ending on Montclair Road

APPENDIX 2
Cahaba Road/Hermosa Road Segment:

- Upstream segments along Hermosa Drive, Poinciana Drive and Bonita Drive are within the City of Homewood.
- Highway 280 Crossing: Installation of 560 linear feet of 12-inch pipe by trenchless methods.
- 20th Place Street: Installation of 712 linear feet of 12-inch pipe by open cut.
- Cahaba Road: Installation of 1,070 linear feet 16-inch pipe by open cut.
- Culver Road: Installation of 1,000 linear feet of 20 and 30-inch pipe by open cut.
Culver Road Sewer Replacement Overview

- Flow Bypass Pipe Required for New Sewer Installation. Pipes will be Trenched Into Pavement within Intersections and Routed along back of Parking Spaces
- Road will be Closed to Traffic in Segments for Sewer Installation – Alley to Canterbury, Canterbury to Montevallo, Montevallo to Cahaba
- Construction Time:
  - ~2 Months Approximately 2-3 weeks per segment
- Sidewalks will Remain Open –
  - Construction areas Will Be Fenced
  - Steel Plates will be installed over trenches at the end of each work day
- Through Streets (Canterbury, Montevallo, Cahaba) will be crossed during low traffic times
Memory Lane/Country Club Boulevard Segment:

- Country Club Boulevard: Installation of 1,725 linear feet of 16-inch pipe primarily by pipe bursting.
- Dan Watkins Drive: Installation of 700 linear feet of 16-inch pipe by open cut.
- Country Club Road: Installation of 400 linear feet of 16-inch ductile iron pipe by open cut.
- Country Club Road/Cross Ridge Road: Installation of 400 linear feet of 10-inch and 8-inch pipe by open cut.
- Memory Court/Memory Lane: Installation of 1,250 linear feet of 12-inch pipe by open cut.
- Montclair Road: Installation of 700 linear feet of 10-inch pipe primarily by pipe bursting.
Country Club Road, Memory Lane and Dan Watkins Drive

- Country Club Blvd: Lane closures due to proximity of sewer to road
- Dan Watkins Drive: One lane will remain open for main sewer installation. Staged closures will be required for lateral connections.
- Dan Watkins Drive/Euclid: Closure of intersection will be required for sewer installation and connection to existing sewers.
- Memory Lane: One lane to remain open to the extent possible.
- Montclair: Closure of two northern lanes. A night closure required for crossing of the road.
- Durations (approximately 6 months total):
  - Country Club: ~ 4-6 weeks
  - Dan Watkins: ~ 4-6 weeks
  - Country Club/Memory Lane ~ 10-12 weeks
  - Montclair: 3-5 weeks
STORMWATER ORDINANCE AMENDMENT

Recent background

The 2020 amendments to the City of Mountain Brook's Stormwater Ordinance were enacted to address the city's stormwater systems, which have experienced significant challenges with regard to water management. In response to COVID-19, the city engaged in a series of meetings to discuss and finalize these amendments, involving a variety of issues relating to water discharges.

Moreover, the city of Mountain Brook has experienced numerous challenges with regard to water management. In response to COVID-19, the city engaged in a series of meetings to discuss and finalize these amendments, involving a variety of issues relating to water discharges. These amendments included the creation of a new stormwater management program, which requires the city to implement stormwater management practices to reduce the impact of stormwater on the city's waterways.

In particular, the city engaged in a series of meetings to discuss and finalize these amendments, involving a variety of issues relating to water discharges. These amendments included the creation of a new stormwater management program, which requires the city to implement stormwater management practices to reduce the impact of stormwater on the city's waterways.

Attainment

Draft stormwater management plans, once adopted, will be subject to review and approval by the city council.

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CITY OF MOUNTAIN BROOK

STORMWATER DETENTION ORDINANCE

September 12, 2020

This document provides regulations and requirements for the City of Mountain Brook's Stormwater Detention Ordinance. The purpose of this ordinance is to provide an affordable and sustainable stormwater management plan for the City of Mountain Brook. The ordinance includes requirements for stormwater management practices, such as detention and retention facilities, and stormwater quality practices, such as stormwater treatment facilities and stormwater management plans.

Definitions

Attestation

December 21, 2020

MINUTE BOOK 91

708
(4) Special attention shall be given to safety considerations in designing permanent links in residential areas.

(5) Visibility of the permanent entrance shall be enhanced; temporarily, by vegetation, paper, temporary hoardings, or similar devices, and in such a manner that it shall encourage the entrance to be used during the period of construction of the permanent entrance.

(6) The permanent entrance shall be designed to provide for the safety of pedestrians, motorists, and bicyclists, and to facilitate traffic flow.

(7) The permanent entrance shall be designed to accommodate the specific needs of the adjoining streets and buildings.

(8) The permanent entrance shall be designed to be compatible with the surrounding area.

(9) The permanent entrance shall be designed to be durable and weather resistant.

Section 11-229. - Application and approval process.

(1) Application. All proposed projects shall be submitted with a letter of application that shall contain the name of the applicant, the name of the project, a description of the project, and the name, address, and telephone number of the applicant's contractor.

(2) Review. The City shall review the application within 10 days of its receipt and, if the application is found to be complete, shall issue a permit within 30 days.

(3) Permit. The permit shall authorize the applicant to proceed with the proposed work and shall be issued in accordance with this ordinance.

Section 11-230. - Ordinance.

(1) This ordinance may be cited as the "ordinance for the purpose of creating a streets and public ways improvement fund." The provisions of this ordinance shall be in addition to any other provisions of law.

(2) The failure to comply with the provisions of this ordinance shall be punishable by a fine not to exceed $100 for each day of violation.

(3) This ordinance shall take effect upon its passage and shall continue in force until it shall be repealed or amended.

(4) All ordinances in conflict herewith shall be deemed repealed and amended to the extent of any inconsistency hereof.

(5) All ordinances in conflict herewith shall be deemed repealed and amended to the extent of any inconsistency hereof.

Section 11-231. - Notice of liability.

(1) Notice of liability shall be given to the owner or occupant of the property to be affected by the proposed work, and to any other person who may have an interest in the property.

(2) Notice of liability shall be given in accordance with the provisions of this ordinance.

(3) Notice of liability shall be given in accordance with the provisions of this ordinance.

Section 11-232. - Ordinance.

(1) This ordinance may be cited as the "ordinance for the purpose of creating a streets and public ways improvement fund." The provisions of this ordinance shall be in addition to any other provisions of law.

(2) The failure to comply with the provisions of this ordinance shall be punishable by a fine not to exceed $100 for each day of violation.

(3) This ordinance shall take effect upon its passage and shall continue in force until it shall be repealed or amended.

(4) All ordinances in conflict herewith shall be deemed repealed and amended to the extent of any inconsistency hereof.

(5) All ordinances in conflict herewith shall be deemed repealed and amended to the extent of any inconsistency hereof.
AN ORDINANCE AMENDING THE CITY CODE, ARTICLE II - SOIL EROSION AND SEDIMENTATION CONTROL, BONDS AND LETTER OF CREDIT AND CHAPTER 14-7 - FEES, WITH REGARD TO ADVERSE STORMWATER IMPACTS IN THE CITY OF MOUNTAIN BROOK

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City as follows:

Section 1. Section 113-119 of the City Code is hereby amended as follows:

Sec. 113-119. - City to determine type of security; additional specific provisions.

Each control plan must be accompanied by a letter of credit, a surety bond or a cash bond, with the city having the right to determine which type of security shall be furnished. A letter of credit, a surety bond or a cash bond (a letter of credit, a surety bond and a cash bond shall be herein collectively referred to as "security") shall be furnished to the city in accordance with the following provisions:

1. The original shall require a letter of credit, a surety bond or a cash bond in such amount as specified herein to ensure that the work, if completed or if not performed in accordance with the permit issued under the provisions of this division, will be restored to eliminate hazards or minimize or prevent in accordance with such permit. In lieu of a letter of credit or a surety bond required by the city, the owner may file a cash bond with the city in an amount equal to that which would be required in the letter of credit or the surety bond.

2. The security shall contain, or have attached to it as an exhibit, a legal description of the site. The security shall remain in effect until it has been released, in writing, by the official, in accordance with the provisions of section 113-120. Security with a specific expiration date shall not be acceptable.

3. The security for clearing operations only shall be in the amount of $1,000.00 per acre for each acre, or fraction of an acre, disturbed or affected by such operations.

4. The security for earthwork or clearing and earthwork operations shall be in the amount of $1,000.00 per cubic yard of soil removed, or fraction of an acre, disturbed or affected by such operations.

5. Security equal to double the amounts required in subsections (3) and (4) of this section, shall be required when clearing or earthwork is performed in areas designated as floodways, floodplains or areas susceptible to landslides.

6. Each letter of credit must be issued by a bank that has its principal office in the county and which is satisfactory to the city.

7. Each surety bond must be issued by a surety company that is qualified to do business in the state and which is satisfactory to the city.

Section 2. Chapter 14 - Fees.

The fees to be paid to the city for the services, licenses or permits indicated shall be as follows: The presence or interest in this Code that the fee for said shall be deemed as a requirement that the fee be paid.

<table>
<thead>
<tr>
<th>Section of Code</th>
<th>Description</th>
<th>Fee (in dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.01</td>
<td>Erosion Plan</td>
<td>250.00</td>
</tr>
<tr>
<td>109.02</td>
<td>Stormwater Management Plan</td>
<td>300.00</td>
</tr>
</tbody>
</table>

Section 3. This ordinance is cumulative in nature and in addition to any power and authority which the City of Mountain Brook may have under any other ordinance or law.

Section 4. If any part, section or subdivision of this ordinance shall be held unconstitutional or invalid for any reason, such holding shall not be construed to invalidate or impair the remainder of this ordinance, which shall remain in full force and effect notwithstanding such holding.

Section 5. This ordinance shall become effective immediately upon adoption and publication as approved by law.

ADOPTED: This 26th day of October, 2020.

Council President

APPROVED: This 26th day of October, 2020.

Mayor

CERTIFICATION

I, [Name of Mayor], Mayor of the City of Mountain Brook, Alabama, certify the above to be a true and correct copy of an ordinance adopted by the City Council of the City of Mountain Brook, Alabama, on its meeting held on October 26, 2020, in accordance with the provisions of said ordinance, and published by posting copies thereof October 27, 2020, at the following public places, which copies remained posted for five (5) days as required by law:

City Hall, 20 Church Street
City Clerk, 20 Church Street, Mountain Brook, Alabama

October 26, 2020
October 15, 2020

Dear Resident,

The City of Mountain Brook commissioned a traffic study of the Briar Oak Drive area. One item of discussion, on some of the traffic calming measures to be implemented in this area, is to make the intersection of Briar Oak Drive at River Oaks Road a 3-way stop. Stop signs would be placed on both sides of Briar Oak Drive at its intersection with River Oaks Road. (See attached map.)

The Mountain Brook City Council would like your opinion on this proposed 3-way stop. This topic will be discussed on the City Council's pre-meeting before its formal meeting on Monday, October 26th. The pre-meeting agenda time is not set until the Friday before the meeting. Due to the COVID-19 pandemic, City Council pre-meetings and meetings are held by Zoom. Please check our website on Friday afternoon, October 23rd for information on the time and how to access the pre-meeting if you have any comments about this proposed 3-way stop. (www.mtnbrook.org > Government >Agendas & Minutes, scroll down to 10/26/20 pre-meeting agenda packet)

If you cannot participate in the Zoom pre-meeting of the City Council on October 26th, but would like to offer comments, please feel free to contact me at (205) 803-3803 or gastons@mtnbrook.org

Sincerely,

Sam S. Gaston
City Manager
Cold Harbor Drive at Mill Springs Road  
Mountain Brook, Alabama  
Multi-Way Stop Evaluation

Introduction

This report documents a traffic study to determine if a multi-way stop is warranted at the intersection of Cold Harbor Drive at Mill Springs Road in the City of Mountain Brook. Currently, the intersection is a "T" intersection controlled by a side street stop sign on Cold Harbor Drive. The intersection is somewhat unique, in that there is a pedestrian crosswalk crossing Mill Springs Road on the north side of the intersection, and 2' white stop lines are present on both approaches of Mill Springs Road for the crosswalk, even though there are no stop signs on Mill Springs Road.

The posted speed limit on Mill Springs Road is 25 miles per hour. The posted speed limit on Cold Harbor Drive is 25 miles per hour.

Intersection Turning Movement Traffic Count

An intersection turning movement traffic count was performed at the intersection of Mill Springs Road at Cold Harbor Drive on Wednesday to Thursday, October 7 to 8, 2020 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. by Traffic Data, LLC on behalf of Skipper Consulting, Inc. The intersection turning movement traffic count data is included in Appendix A. The peak hour turning movement traffic counts are shown in Figure 1.

Intersection Capacity Analysis

Existing peak hour intersection capacity analyses were performed for the intersection of Mill Springs Road at Cold Harbor Drive using the method of analysis as presented in the 2010 Highway Capacity Manual, published by the Transportation Research Board. Capacities are expressed as levels of service, and range from a level of service "E" (lowest quality of service) to a level of service "A" (highest quality of service). As a general rule, operation at a level of service "C" or better is desirable, with a level of service "D" considered acceptable during peak hours of traffic flow. The results of the intersection capacity analyses are included in Appendix B and are summarized in Table 1. As shown in Table 1, all approaches operate at a level of service "A".

Skipper Consulting, Inc.  
October 12, 2020  
Page 1

Machine Traffic Counts

Machine traffic counts were performed on each leg of the intersection of Mill Springs Road at Cold Harbor Drive for a twenty-four (24) hour period on Wednesday to Thursday, October 7 to 8, 2020 by Traffic Data, LLC on behalf of Skipper Consulting, Inc. The machine traffic count data is included in Appendix C. The hourly traffic count data is summarized in Table 2.
### Table 2. Machine Traffic Counts

<table>
<thead>
<tr>
<th>Time</th>
<th>Cold Harbor Drive</th>
<th>Mill Springs Road</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Eastbound</td>
<td>Westbound</td>
</tr>
<tr>
<td>12-1 AM</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1-2 AM</td>
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</tr>
<tr>
<td>2-3 AM</td>
<td>0</td>
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</tr>
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<td>3-4 AM</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>5-6 AM</td>
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<tr>
<td>6-7 AM</td>
<td>0</td>
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<td>7-8 AM</td>
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</tr>
<tr>
<td>8-9 AM</td>
<td>0</td>
<td>0</td>
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<tr>
<td>9-10 AM</td>
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<tr>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
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<td>0</td>
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<table>
<thead>
<tr>
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</thead>
<tbody>
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<td>north of Cold Harbor Drive</td>
<td>south of Cold Harbor Drive</td>
</tr>
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</tr>
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<td>5-6 AM</td>
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</tr>
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<td>6-7 AM</td>
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<td>7-8 AM</td>
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<td>0</td>
</tr>
<tr>
<td>8-9 AM</td>
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</thead>
<tbody>
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<td>northbound</td>
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<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Sun Shines:**

- Making a left turn - 305 feet
- Making a U-turn - 225 feet
- Making a right turn - 100 feet

**Traffic Signal:**

- Red signal - 100 feet
- Green signal - 100 feet

**Minimum Inter-construction Distance:**

- The minimum interception distance is 20 feet. However, according to the left-side, the distance is restricted to 25 feet because of the right-side vehicle.

**Speed Limit:**

- The speed limit is 35 mph on Mill Springs Road.

**Accidents:**

- There have been no reported accidents on Mill Springs Road.

### Table 3. Speed Survey Results

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Minimum Speed</th>
<th>Maximum Speed</th>
<th>Average Speed</th>
<th>Vehicle Count</th>
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</thead>
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<td>40 mph</td>
<td>30 mph</td>
<td>50</td>
</tr>
<tr>
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<td>180</td>
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</tr>
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<td>120 mph</td>
<td>220 mph</td>
<td>130 mph</td>
<td>250</td>
</tr>
</tbody>
</table>

**Summary:**

- The speed surveys conducted on Mill Springs Road, in conjunction with Cold Harbor Drive, are designed to identify areas where speed limits exceed the posted limit of 35 mph. The data collected was used to determine the effectiveness of the speed limit in reducing traffic accidents and improving traffic flow. The results of the surveys will be used to make recommendations on speed limit modifications if necessary.
Crash History

Five (5) years of crash history for the intersection of Mill Springs Road at Cold Harbor Drive were provided by the Mountains Brook Police Department. Two crashes were reported during this time period.

One crash (in 2018) occurred at the driveway of 3534 Mill Springs Road, which is immediately south of the intersection of Cold Harbor Drive. A driver of vehicle ran off the road traveling in the southbound direction on Mill Springs Road and struck a mailbox. No injuries or fatalities were reported.

The second reported crash (in 2019) occurred at the driveway of 4913 Cold Harbor Drive, which is to the east of the intersection of Mill Springs Road. A driver of backing out of the driveway of 4913 Cold Harbor Drive struck a vehicle parked on Cold Harbor Drive. No injuries or fatalities were reported.

The review of crash information shows that neither crash would have been mitigated if a multi-way stop were installed at the intersection of Mill Springs Road at Cold Harbor Drive.

Multi-Way Stop Warrant Analysis

The 2009 Manual on Uniform Traffic Control Devices, Section 28.07, establishes minimum criteria for consideration of a multi-way stop sign installation. The criteria include the following:

- Crash history criteria
- Traffic volume criteria
- Engineering judgement criteria

The applicable sections from the MUTCD are copied below:

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions with right-angle collisions.

C. Minimum volumes:
   1. The vehicular volume entering the intersection from the major street approaches total of both approaches is less than 200 vehicles per hour for any 8 hours of an average day; and
   2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches total of both approaches is less than 200 vehicles per hour for the same 8 hours, with an average delay in minor street vehicular traffic of at least 30 seconds per vehicle during the busiest hour; but
   3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road narrows, after stopping, cannot see conflicting traffic; and
D. An intersection of two residential neighborhood collector streets of similar design and operating characteristics whose multi-way stop control would improve traffic operational characteristics of the intersection.
Appendix A

Intersection Turning Movement Traffic Count

The data and analysis presented in this report show that neither the crash history criteria nor the traffic volume criteria are currently met at the intersection of Mill Springs Road at Cold Harbor Drive.

Considering the four (4) engineering judgment criteria, it is the opinion of the engineer that the intersection of Cold Harbor Drive at Mill Springs Road meets none of the criteria for justification for the installation of a multi-way stop at the intersection.

Recommendations

The engineer recommends that the City take no action regarding the installation of a multi-way stop at the intersection of Cold Harbor Drive at Mill Springs Road.

Skinner Consulting, Inc.

October 12, 2020
<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Mid</th>
<th>Right</th>
<th>Total</th>
<th>App. Total</th>
<th>Total</th>
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**APPENDIX 6**
Appendix B

Intersection Capacity Analysis Worksheets

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<th>Lane Configurations</th>
<th>VBD</th>
<th>VBR</th>
<th>HBD</th>
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<th>VDL</th>
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<td>951</td>
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<th>HBD</th>
<th>HDR</th>
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### Machine Traffic Counts

#### Cold Harbor at Mill Springs Rd

**10/12/2020 Existing PM**

**Syncron 9 Report**

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| Date: | 1/27/2020 |
| Wednesday | |

### 24 Hour Volume

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### 4-Hour Surveys

#### 12-00 PM - 12-06 PM

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#### 12-00 AM - 12-06 AM

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#### 12-00 AM - 12-06 AM

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### Daily Total

- 24-hour: 1440 vehicles
- 4-hour: 360 vehicles

### Additional Tables

- **Speed Surveys**
- **APPENDIX 6**

---

**File Path:** C:\Minutes & Agendas\Council\2020\20201026 Minutes.doc

**Date:** October 26, 2020
## TRAFFIC BOOK 91

**Location:** MILL SPRINGS RD north of COLO HARBOR DR  
**City, State:** MOUNTAIN BROOK, AL  
**Speed Limit:** 25 mph  
**Date:** 1/17/2020  
**Wednesday**

### 24 Hour Speed Combined Channels

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<th>25-35</th>
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**Percentile Speeds**

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### TRAFFIC DATA, LLC

**Location:** 1409 Turnham Lane, Birmingham, AL 35216  
**City, State:** MOUNTAIN BROOK, AL  
**Speed Limit:** 25 mph  
**Date:** 1/17/2020  
**Wednesday**

### 24 Hour Speed Combined Channels

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**Percentile Speeds**

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**J:\Minutes & Agendas\Council\2020\20201026 Minutes.doc**  
October 26, 2020
### MINUTE BOOK 91

**TRAFFIC DATA, LLC**
1409 Turnham Lane, Birmingham, AL 35216
205-824-0125

**Location:** COLD HARBOR DR west of MILL SPRING RD  
**City, State:** MOUNTAIN BROOK, AL  
**Speed Limit:** 25 mph  
**Date:** 10/1/2020  
**Day:** Wednesday

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**Summary Statistics**  
- **Average Speed:** 34.1 mph  
- **Maximum Speed:** 57.5 mph  
- **Minimum Speed:** 23.0 mph  
- **Speeds Exceeded:**  
  - 25 mph: 95.6%  
  - 35 mph: 95.6%  
- **Speeds Exceeded (90%):**  
  - 25 mph: 95.6%  
  - 35 mph: 95.6%  

**Count:** 397 | 90 | 0
Attached is a request to deannex the property located at 314 Malaga Avenue. I recall the City receiving a request for deannexation for the property before. Any interest in deannexation? I told Mr. Ydel that deannexation was highly unlikely but he wants to hear from the decision makers.

---------- Forwarded message ----------
From: Bayless Ydel <bydel@broadwayinvestments.com>
Date: Tue, Oct 20, 2020 at 2:37 PM
Subject: 314 Malaga
To: boones@mtwbrook.org <boones@mtwbrook.org>
Cc: William Gooding <wgooding@gmail.com>

Mr. Boone,

Thank you for your time on the phone earlier today. My wife and I are in negotiations to purchase 314 Malaga Ave. We want to explore the possibility of the property being annexed in to the City of Homewood. Attached is an image of the survey from Jefferson County. The property is identified J-C. The only way to access the property is through Homewood on Malaga Ave. The same Homewood street is needed for access by police, fire, sanitation, etc. Besides the neighbor, the property is isolated from the other residential properties in Mountain Brook.

In addition to the isolated nature of the property and accessing of Homewood city services, our daughters are enrolled in Homewood City Schools. The annexing would allow them to stay in their current school and not access the Mountain Brook School system.

This of course would require the City of Mountain Brook to de-annex the property. I know it is a request the City Council does not receive often but we would like to go through the process of approval. We are open to pre-paying the taxes due to Mountain Brook if necessary as a condition of the de-annexation. I have included the latest tax notice for your review.

Please let me know what steps I need to take in order to make this a formal request. I am happy to discuss in more detail with you, any member of the city council or city manager’s office.

Thank you,
PROPERTY TAX NOTICE
1/30/2020

J.T. SMALLWOOD
TAX COLLECTOR
ROOM 106 COURTHOUSE
718 RICHARD ARMS RD BLK N
BIRMINGHAM, AL 35203
(205) 329-6090

PROPERTY TAX NOTICE
IMPORTANT: DO NOT DISCARD

OWNER NAME: GODFREY ASHLEY D &
PARCEL NUMBER: 22 00 00 2 006 006
BILL # / RECEIPT #: 5144534
TAX YEAR: 2020

APPRAISAL

314 HALE AVE
BRITTISH, AL 35220
LOT 5 OF 3403170

LAND DESCRIPTION:

NET TAX DUE: $11,602.93
OTHER TAXES/FEES: $0.00
TIDY ANU DUE: $11,602.93

APPRAISAL

GODFREY ASHLEY D &
1,062,800.00
106,600.00
17
3-2

Return bottom stub with payment

J.T. SMALLWOOD
TAX COLLECTOR

If making payment, submit bottom portion to ensure proper refund. To receive a Paid Receipt, please include a self-addressed, stamped return envelope.

Please check all information on this notice.
If you no longer own this property or need to report an address change, contact the Tax Assessor: (205) 329-6090.
For questions: (205) 329-5819

Tax rates are 10/01, of this year and are delinquent after 12/31.
Monthly payments must be submitted by the due date to avoid delinquency fees and interest.
Under All Revenues Previously Property taxes must be paid prior to escrow or sale of Real Property.

Thank you for your cooperation. We are here to serve you.

J.T. SMALLWOOD
TAX COLLECTOR

MINUTE BOOK 91

October 26, 2020

APPENDIX 8
Sam Gaston

From: Dana Hazen <dahazen@mmbrook.org> on behalf of Dana Hazen
Sent: Thursday, October 22, 2020 11:52 AM
To: Sam Gaston
Cc: VIRGINIA C SMITH
Subject: Re: Malaga Avenue

Yes, all three that you mentioned are in the city of MB: (the three in yellows)

On Thu, Oct 22, 2020 at 11:42 AM Sam Gasten <gastons@mmbrook.org> wrote:

Dana,

Can you verify that 314 Malaga Avenue is the only property on that street that is in Mountain Brook?

Or is there a 2nd house there, too, in the City of Mountain Brook, perhaps 313. It seems that 313 is in the City of Mountain Brook. Also, it has that 321 Greenwood Street may be in Mountain Brook, too, per our Zoning Map.

Sam S. Gaston
City Manager
City of Mountain Brook, AL

APPENDIX 8
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MINUTES OF THE REGULAR OF THE
CITY COUNCIL OF THE CITY OF MOUNTAIN BROOK
OCTOBER 26, 2020

[Pursuant to a proclamation issued by Governor Kay Ivey on March 18, 2020, elected officials are allowed to meet remotely by means of Internet or telephone conference and the public was invited to listen to, observe, or participate in the meeting by such means. The elected officials met by way of Internet video conference and allowed the public to listen, observe and participate by the same means.]

The City Council of the City of Mountain Brook, Alabama met by way of Internet video conference at 7:12 p.m. on the 26th day of October, 2020. The Council President called the meeting to order and the roll was called with the following results:

Present: Virginia C. Smith, Council President
         William S. Pritchard III, Council President Pro Tempore
         Lloyd C. Shelton
         Alice B. Womack
         Stewart Welch III, Mayor

Absent: Philip E. Black

Also present were City Attorney Whit Colvin, City Manager Sam Gaston, and City Clerk Steven Boone.

The Council President stated that a quorum was present and that the meeting was open for the transaction of business

1. PRESENTATION

Mayor Welch read aloud Resolution No. 2020-180 (Exhibit 1) expressing the City’s gratitude to Randy Haddock for his service to the community serving as Field Director for the Cahaba River Society for 29-years.

2. SEMI-ANNUAL MOUNTAIN BROOK CHAMBER OF COMMERCE REPORT TO THE CITY COUNCIL

Tonya Jones, Chamber President, presented the Chamber’s semi-annual report (Appendix 1).

3. CONSENT AGENDA

Council President Smith announced that the following matters will be considered at one time on the consent agenda provided no one in attendance objects:

Approval of the minutes of the October 12, 2020, regular meeting of the City Council

2020-180 Recognition of Randy Haddock with the Cahaba River Society for his assistance to the City with respect to the City’s storm water ordinance

2020-181 Reappoint Rachel Barton to the Jefferson County Intellectual and Developmental Disabilities Authority, Inc., to serve without compensation through December 8, 2026

2020-182 Approve the amended conditional use application submitted by Mike Mahaffey for the outpatient veterinary clinic at 253 Country Club Park, and for an expansion of grooming services (suite 208),
in accordance with the operational characteristics outlined in the letters submitted by the applicant, and subject to the following specific conditions:

1. No outdoor runs;
2. Business to be conducted wholly within the building;
3. No overnight boarding;
4. Appropriate measures be employed to minimize noise, odors, waste or other negative impacts incidental to operation of the business

5. 2020-183 Approve and authorize the unbudgeted purchase and installation of [iWave] air purification systems for Fire Stations 1 and 3

Exhibit 4, Appendix 4

2020-184 Authorize 1) the City’s application for a 2021 Rebuild Alabama grant for the bridge replacement on Caldwell Mill Road over Little Shades Creek and 2) the City’s commitment to pay the required matching funds should the grant be awarded

Exhibit 5, Appendix 5

Thereupon, the foregoing minutes and resolutions were introduced by Council President Smith and a motion for their immediate adoption made by Council President Pro Tempore Pritchard. The minutes and resolutions were then considered by the City Council. Council member Shelton seconded the motion to adopt the foregoing minutes and resolutions. Then, upon the question being put and the roll called, the vote was recorded as follows:

Ayes: Virginia C. Smith, Council President
William S. Pritchard III, Council President Pro Tempore
Lloyd C. Shelton
Alice B. Womack

Nays: None

Abstained: None

Council President Smith thereupon declared that said minutes and resolutions (Nos. 2020-180 through 2020-184) were adopted by a vote of 4—0 that and as evidence thereof she signed the same.

4. CONSIDERATION OF AN ORDINANCE (NO. 2082) AUTHORIZING THE PLACEMENT OF (2) STOP SIGNS ON BROOKWOOD ROAD AT ITS INTERSECTION WITH SOUTH BROOKWOOD ROAD (MAKING THE INTERSECTION A 3-WAY STOP) (EXHIBIT 6, APPENDIX 6)

The ordinance was introduced in writing by Council President Smith who then invited comments. There being no comments or questions, President Smith called for a motion. Council President Pro Tempore Pritchard made a motion that all rules and regulations which, unless suspended, would prevent the immediate consideration and adoption of said ordinance be suspended, and that unanimous consent to the immediate consideration of said ordinance is given and that the reading of the ordinance at length be waived. The motion was seconded by Council member Shelton. Thereupon, Council President Smith called for vote with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Lloyd C. Shelton
Alice B. Womack

Nays: None

The Council President Smith declared the motion passed by a vote of 4—0.
After said ordinance had been considered in full by the Council, Council President Pro Tempore Pritchard moved for the adoption of said ordinance. The motion was seconded by Council member Womack. Thereupon, Council President Smith called for vote with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Lloyd C. Shelton
Alice B. Womack

Nays: None

The Council President Smith declared that the said ordinance (No. 2082) is hereby adopted by a vote of 4—0 and, as evidence thereof, she signed the same.

5. CONSIDERATION OF AN ORDINANCE (NO. 2083) AUTHORIZING THE PLACEMENT OF A TWO STOP SIGNS ON RIVER BEND ROAD AT ITS INTERSECTION WITH BRIAR OAK DRIVE (MAKING THE INTERSECTION A 4-WAY STOP) (EXHIBIT 7, APPENDIX 7)

The ordinance was introduced in writing by Council President Smith who then invited comments. There being no comments or questions, President Smith called for a motion. Council member Shelton made a motion that all rules and regulations which, unless suspended, would prevent the immediate consideration and adoption of said ordinance be suspended, and that unanimous consent to the immediate consideration of said ordinance is given and that the reading of the ordinance at length be waived. The motion was seconded by Council President Pro Tempore Pritchard. Thereupon, Council President Smith called for vote with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Lloyd C. Shelton
Alice B. Womack

Nays: None

The Council President Smith declared the motion passed by a vote of 4—0.

After said ordinance had been considered in full by the Council, Council member Womack moved for the adoption of said ordinance. The motion was seconded by Council President Pro Tempore Pritchard. Thereupon, Council President Smith called for vote with the following results:

Ayes: Virginia C. Smith
William S. Pritchard, III
Lloyd C. Shelton
Alice B. Womack

Nays: None

The Council President Smith declared that the said ordinance (No. 2083) is hereby adopted by a vote of 4—0 and, as evidence thereof, she signed the same.

6. ANNOUNCEMENT

The next [organizational] meeting of the City Council is November 2, 2020, at 8:30 a.m. in the Council Chambers of City Hall, 56 Church Street, Mountain Brook, AL 35213 (other means to be announced).
7. EXECUTIVE SESSION AND ADJOURNMENT

There being no further business or matters for discussion, Council President Pro Tempore Pritchard made a motion that the City Council convene in executive session to discuss real estate matters and that the City Council shall not reconvene upon conclusion of the executive session. The City Attorney then certified that the subject matter of the executive session is permissible under Alabama law. The motion was seconded by Council member Shelton. Then, upon the question being put and the roll called, the vote was recorded as follows:

Ayes: Virginia C. Smith, Council President
      William S. Pritchard III, Council President Pro Tempore
      Lloyd C. Shelton
      Alice B. Womack

Nays: None

Abstained: None

Council President Smith announced that the motion carried by a vote of 4—0 then adjourned the meeting at approximately 7:58 p.m.

8. CERTIFICATION

I, Steven Boone, City Clerk of the City of Mountain Brook, Alabama, certify the above is a true and correct transcript of the regular meeting of the City Council of the City of Mountain Brook, Alabama by Internet videoconference on October 26, 2020, and that the meeting was duly called and held in all respects in accordance with the laws of the State of Alabama and bylaws of the City and that a quorum was present.

[Signature]
City Clerk Approved by
City Council November 9, 2020

EXHIBIT 1

RESOLUTION

WHEREAS, Randy C. Haddock, PhD, served with distinction as the Field Director of the Cahaba River Society since 1991 and upon his retirement he will have been a 29-year employee not including his previous volunteer time; and

WHEREAS, over the course of his love of educating our children, industry and adults, Randy Haddock’s invaluable insight greatly contributed to the detailed review process of many communities for zoning and redevelopment projects, including: improvement of ADEM’s water quality standards for all rivers statewide, spearheaded a project that reduced the algae from wastewater treatment by 95%; and

WHEREAS, Randy Haddock unfailingly exhibited a love for the natural resources of the State of Alabama and his community and always took its best interests to heart, carefully weighing the benefits of each proposal against potential effects on surrounding properties, neighborhoods, and the community as a whole; and

WHEREAS, Randy Haddock consistently went the extra mile to personally visit proposed development sites in order to investigate potential issues at the ground level, has an excellent reputation as being the premiere river ecologist and biologist and has helped bring national recognition and support to the amazing biodiversity value and beauty of the Cahaba River; and
WHEREAS, Randy Haddock is a true friend of our community, consistently taking a special interest in numerous opportunities to leave our water ways better than he found them, and whose tireless efforts helped shape the adoption of the previous and current regulations to protect them, and;

WHEREAS, Randy Haddock served with a servant attitude that will be missed, his mannerism was always professional and personable at the same time; and

WHEREAS, while Randy Haddock always brought fresh enthusiasm, an open mind, and a sharp intuition to each situation, he also possessed the fortitude to make tough recommendations when needed or help find resources to create the best solution in such a way as to protect the community for years to come; and

WHEREAS, through his strong leadership and expert advice, Randy Haddock has left the City of Mountain Brook a better place than “when he found it”.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council, on behalf of all the residents of Mountain Brook, do publicly thank Randy Haddock for his exemplary service and wish him well in future endeavors.

EXHIBIT 2

RESOLUTION NO. 2020-181

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that Rachel Barton is hereby appointed to the Jefferson County Intellectual and Developmental Disabilities Authority, Inc., to serve without compensation through December 8, 2026.

APPENDIX 2

EXHIBIT 3

RESOLUTION NO. 2020-182

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby approves the amended conditional use application submitted by Mike Mahaffey for the outpatient veterinary clinic at 253 Country Club Park, and for an expansion of grooming functions (to suite 208), in accordance with the operational characteristics outlined in the letters submitted by the applicant, and subject to the following specific conditions:

6. No outdoor runs;
7. Business to be conducted wholly within the building;
8. No overnight boarding;
9. Appropriate measures be employed to minimize noise, odors, waste or other negative impacts incidental to operation of the business.

APPENDIX 3
MINUTE BOOK 91

EXHIBIT 4

RESOLUTION NO. 2020-183

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby approves and authorizes the unbudgeted purchase and installation of air purification systems for Fire Stations 1 and 3.

APPENDIX 4

EXHIBIT 5

RESOLUTION NO. 2020-184

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby authorizes 1) the City's application for a 2021 Rebuild Alabama grant for the bridge replacement on Caldwell Mill Road over Little Shades Creek and 2) the City's commitment to pay the required matching funds should the grant be awarded.

APPENDIX 5

EXHIBIT 6

ORDINANCE NO. 2082

AN ORDINANCE TO PROVIDE FOR STOP SIGNS (2) ON BROOKWOOD ROAD AT ITS INTERSECTION WITH SOUTH BROOKWOOD ROAD AND TO PROVIDE FOR PUNISHMENT THEREOF

BE IT ORDAINED by the City Council of the City of Mountain Brook, Alabama, as follows:

Section 1. It shall be unlawful for the driver of any vehicle to cause or allow such vehicle traveling along Brookwood Road to enter its intersection with South Brookwood Road when there is standing at such intersection a "Stop" sign facing in the direction of such driver without having first brought such vehicle to a complete stop within ten (10) feet of said intersection.

Section 2. Any person violating the provisions of this ordinance shall be punished by a fine not to exceed $500.00, or by imprisonment not to exceed 180 days, or both.

Section 3. All ordinances or portions of ordinances conflicting with this ordinance are hereby repealed.

Section 4. This ordinance shall become effective when published as required by law.

APPENDIX 6
ORDINANCE NO. 2083

EXHIBIT 7

AN ORDINANCE TO PROVIDE FOR STOP SIGNS (2) ON RIVER BEND ROAD
AT ITS INTERSECTION WITH BRIAR OAK DRIVE
AND TO PROVIDE FOR PUNISHMENT THEREOF

BE IT ORDAINED by the City Council of the City of Mountain Brook, Alabama, as follows:

Section 1. It shall be unlawful for the driver of any vehicle to cause or allow such vehicle
traveling along River Bend Road to enter its intersection with Briar Oak Drive when there is standing at such
intersection a "Stop" sign facing in the direction of such driver without having first brought such vehicle to a
complete stop within ten (10) feet of said intersection.

Section 2. Any person violating the provisions of this ordinance shall be punished by a fine not
to exceed $500.00, or by imprisonment not to exceed 180 days, or both.

Section 3. All ordinances or portions of ordinances conflicting with this ordinance are hereby
repealed.

Section 4. This ordinance shall become effective when published as required by law.

APPENDIX 7
Mountain Brook Chamber of Commerce
October 2020 Semi-Annual City Report

Chamber Purpose
The Mountain Brook Chamber of Commerce promotes our businesses, our community and our quality of life.

Strategy
To deliver quality marketing programs and events with a focus on driving revenue to our merchants and retailers

City Update • October 2020
2020 Board of Directors

Secretary: Martha Gorham
Treasurer: John Wilson
General Counsel: Paul DeMasco
Past President: Vince Schillici
Sustaining Member: Sam Gaston
City Council Liaison: Alice Womack
Executive Director: Susan Dodge
Project Manager: Molly Wallace
Directors at Large: Joseph Braswell, Betsy Dreher, Laura Finch, Laura Hyding, Kimberly Jackson, Katrina Porter, Knox Richardson, Parker Stringfellow, Hollins Rush

CO VPs of Retail
Crestline Village: Gina Harris - Great Smiles Orthodontics
English Village: Cathy Catalano - KH Management
Lane Parke: Sam Heide - Crawford Square
MB Plaza: Ann Sanders - Mountain Brook Plaza
MB Village: Dr. Jenny Sobera - Village Dermatology
Office Park: Ladd Tucker - Ladd Realty

Past President Advisory Committee
Vince Schillici, Dr. Cal Dodson, Dr. Lori Smith, Dan Bundy, Frank Caley, Terry Chapman, Kaye Emack, David Faulkner, Wil Haver, Steven Hydrager, Amy Jackson, John Rucker, John Wilson, Alice Womack

The Chamber Board meets the 3rd Thursday of every month, 7:30-8:30 a.m.
Inaugural Chamber Junior Board

President - Kim McGuire, Chester’s International
Vice President/President-Elect - Lee Mallette, Fairway Management Group
Secretary - Drew Dickson, Alabama Power
Treasurer/Sponsorships - Cary Beck, Maynard Cooper
Board Liaison/Membership - Wil Bromberg, Regions Bank
Communications/Community Affairs - Ali Money, Iberia Bank
Social/Events - Anne Holman Smith, Lenz Communications

The Junior Board has worked diligently on their first event, “Village Supper Club” in Lane Parke. Originally slated for May, unfortunately it has been postponed due to COVID-19.

CHAMBER Events, Programs, & Member Services...

Village Gold – Guide to Mountain Brook –
Leadership Mountain Brook – Media Pushes - Luncheons –
Go & Grow - Networking Events – Ribbon Cuttings –
New Member Profiles

One MB

- To help our merchants with the financial strain COVID-19 closures have put on them, we helped the Mayor distribute applications and market the "Restaurant Employee Support Initiative Application" with funds generously going to support wait and kitchen staff.
- Now we are raising money for "One MB", a fundraiser where locals help locals, and funds go to support any Mountain Brook bricks-and-mortar merchant. The fundraising site is: onemb.swell.gives
- One MB T-shirts are also being sold through the Pants Store with all proceeds going to the One MB campaign.
- $79,4940 was distributed to merchants in August.
Village Gold Program

* Digital Village Gold (launched last September) is alive and well! It is sold on our website 24/7 as well as at the Chamber & City Managers Office.

*Since launching on September 9th 2019, we have sold over $70,000!* (This is, of course, money that will raise tax revenue in MB!)

$0

VILLAGE GOLD

Please present this certificate at a participating merchant listed on the second page. Merchants may give cash back or issue store credit for unused portion. Village Gold cannot be combined with any other offer. Enjoy your gift!

The Official Guide to Mountain Brook

The Chamber's Annual Publication

"The Guide" is published every year featuring updated maps of every Village as well as information about our City, Schools, Library, and Chamber Members. Each year we receive positive reviews about how practical the Guide is!

2020 Visitor Guide

We are currently in production mode for The 2021 Guide to Mountain Brook, which will be available early next year.

"The Guide" is distributed by mail to our residents and by area hotels, recruiters, real estate agents, and Chamber Members.
2020-2021 Leadership Mountain Brook Class

A collaboration between the Chamber and Mountain Brook Schools, Leadership Mountain Brook is on campus every Tuesday and Thursday 2:00-3:30.

- The leadership Mountain Brook Class this semester has gone virtual.
- We are continuing to work at a distance with them and assistant on projects.
- Currently, students are working on a city-wide map.

New Member Profiles

New member profiles are one of the largest benefits that the Chamber offers. These videos, that are contracted through 81 Shop, are referred to as the gateway into the community and recognition.

Profiles are distributed through the Chamber's "Meet Our Members" newsletter as well as the Chamber social media platforms.
Eat Out to Help Out

Eat Out to Help Out is the Chamber's initiative to get customers in restaurants and support local. Participants can be entered to win a Village Gold gift card and a t-shirt!

- Each week a new restaurant is promoted on social media and participants are asked to tag the Chamber in their pictures involving the restaurant to be entered to win.

Live Local Series with Gerald Garner

- The Chamber has partnered with Gerald Garner to promote businesses each week through a series of videos.
- Gerald speaks to merchants about what it means to live local, the community, and what's going on at their stores!
- Videos are posted on The Chamber's Facebook and YouTube pages.
Ribbon Cuttings

The Chamber uses ribbon cuttings to welcome new revenue-generating establishments to our community and shed public attention on our latest Chamber Members.

Amparo Fine Living

Gunn Dermatology

Ribbon Cuttings Continued...

Carriage House Weddings

Post Office Pies

Sol Y Luna
Living in a Virtual World

COVID Expert Panel

- The Chamber hosted several expert panels to give members a resource to have questions answered about the ongoing pandemic.
- The event was moderated by Tonya Jones and led by the following field experts.

Tonya Jones, Owner of Tonya Jones SalonSpa

John Wilson, President of Burland and Benefield

Dr. Cal Dodson, MDVIP and Medical Director for Southern Company Services

Jenna Bedsole, Shareholder with Baker Donelson Bearman Caldwell & Berkowitz

David Faulkner, Alabama State Representative

Alice Warmack, Associate Managing Director, Private Banking, Oakworth Capital Bank
The Chamber hosted a City Council forum on August 20th for the September election. The event was moderated by Jack Royer of CBS 42.

Virtual Meetings

- We have held several virtual merchant meetings to discuss upcoming Holiday Events.

- We have used Zoom meetings to collaborate and creatively produce new initiatives during this time.

- We continue to host our board meetings every 3rd Thursday of the month via Zoom.

-Mountain Brook Village merchant meeting call
No-Show Chamber Luncheon

- On August 6th we hosted our first ever virtual Chamber luncheon.
- The featured speaker was Britney Summerville of Birmingham Bound and Shipt.
- Lunches were catered by a new MB business and Chamber member Vaughan and Company.
Contactless Easter Egg Hunt

In lieu of our traditional Easter Egg Roll, we held a Contactless Easter Egg Hunt where people could drive or walk around the Villages looking for golden eggs in windowfronts.

Sidewalk Sips

- The Chamber helped promote the first ever Sidewalk Sips hosted by Lane Park!
- Merchants were open late with specials and door prizes
- The event was socially distanced and a success.
English Village Fall Fling

- English Village hosted their first ever Fall Fling!
- The event was a huge success as people were out and about enjoying the fall event!
- The EV merchants have opted to continue to have small events such as this at the beginning of each month.

The Fall Edit, Oct. 22nd at Lane Park

- Lane Park hosted The Fall Edit on Oct. 22nd.
- The Chamber helped to promote the event and took part by hosting ribbon cuttings for new Chamber members.
- The event was a success and fun for all!
Crestline Scarecrow Week

Crestline merchants are teaming up for “Scarecrow Week”, where people can walk (and support!) the Village looking at participating businesses’ take on scarecrows.

Community Outreach

- Mayor Welch met with a young citizen to answer her city related questions and show her around the building!
- A proclamation was held in honor of Mrs. Aralia at the Piggly Wiggly in Crestline. She has worked there for more than 30 years!
- The Chamber helped organize a drive by birthday celebrations for citizens turning 100+ years old!
Upcoming Events

Open House Schedule:
- **English Village**: Shop Sip and Stroll on Nov. 5th from 4-6pm and Dec 4th from 5-7pm
- **Crestline**: Holiday Open House on Nov 12th from 5-7pm
- **Mountain Brook Village**: Jingle and Mingle on Dec. 3rd from 5-7pm

- The Holiday Parade is scheduled for December 6th at 3pm. This is subject to change.
- The Annual Luncheon in January will be re-scheduled for a later date.

Media Partnerships
Social Media

We utilize various social media channels to promote our MEMBERS and CITY EVENTS & INITIATIVES.

Constant Contact
We have 5,600 contacts on Constant Contact and utilize this email marketing software for our monthly E-newsletter, Meet Our Members, and other special eblasts.

twitter
We currently have 5,484 Twitter followers.

facebook
We currently have a following of 7,627 on Facebook.

Instagram
We currently have 1,926 Instagram followers and are on the move with this platform.

We also promote our Members and City through print advertising and editorial pitches. Any additional money left in our Budget goes back into advertising.

OTMJ
OVER THE MOUNTAIN JOURNAL

Through a trade, we are able to utilize Bell Screens located around surrounding communities to advertise upcoming events.
Additional Media Partners

Through our partnership with Portico Mountain Brook, we are able to get key events in front of their readers through ad space.

Through our partnership with Mountain Brook Magazine, we have a 2 page spread in every issue.

CITY RELATIONSHIP
The City considers us to be the "Marketing Arm of the City".

In addition to traditional Chamber of Commerce Roles, we assist the City of Mountain Brook in the following ways:

- City Event/Initiative Promotion (Press Releases, Social Media, Pictures)
- Convention & Visitors' Bureau for the City
- Community Event Management
- New Live Local Series
- Member of the Mountain Brook Reporter's Editorial Board
- Liaison to the Merchants & General Public regarding traffic changes, construction, parade routes, & other public notices
- Most recently, we have served as a Liaison to the businesses regarding COVID-19-related Memos from the Mayor.
October 14, 2020

Dear Mayor Welch:

On behalf of the Board of Directors of The Jefferson County Intellectual and Developmental Disabilities, Inc., we are respectfully requesting the re-appointment of Mrs. Rachel Barton to our Board of Directors.

Mrs. Barton resides at 3370 Hermitage Road, Mountain Brook, Alabama 35223. Mrs. Barton brings to our Board the valuable perspective of being the parent of a child with a disability and our Board feels as though her contribution will be paramount.

We appreciate your consideration of Mrs. Rachel Barton's re-appointment. Should you have any questions, please contact our Executive Director, Kendra Eidson at 205-945-9310 extension 242 and she will be happy to assist you.

Respectfully,

John Norman
Board President
The conditional use involves expanding the existing medical services at the previously approved (2016) location in Country Club Park (suite 255), increasing the number of employees from 4-6, and changing the hours of operation from being closed on Mondays to being closed on Saturdays (see 2016 letter from the applicant for approved operational characteristics).

The existing grooming facilities are proposed to be moved to a separate suite (208) in the same shopping center (next to Urban Cookhouse). See attached letters from the applicants regarding the proposed operational characteristics of expanding medical suite functions and expanded grooming functions. There are to be 3 full-time groomers in the new suite, Monday-Friday from 9:00-5:30. It is anticipated that each groomer will groom 4-6 pets per day.

The proposal meets the conditional use ordinance (see below) with respect to outdoor noise, outdoor barking and noise abatement (none proposed). Major surgery and overnight boarding will continue to be handled at the Vestavia Hills location.

The Country Club Park property is zoned to code with a surplus of 11 parking spaces.

The zoning ordinance requires council approval of a veterinary/grooming use as follows:

“Section 129-192. Veterinary clinics/pet grooming. Provided that there be no outdoor runs, and that business be conducted wholly within a building, no overnight boarding. Conditional review and approval shall be required that sufficient areas for feeding and housing animals be provided, that appropriate measures be employed to minimize noise, odors, waste or other negative impact incidental to operation of the business, and that the proposed use is compatible with the surrounding commercial and residential uses.”
Addendum for Pet Vet Express: 250 Country Club Park

There are no major changes to the original letter from 2016. However, we will be at a total of 9 employees at both Creature locations 25E and 25B Country Club Park. The hours for the hospital are:

Monday - Thursday: 8:00am - 5:30
Friday: 8am - 3pm
Closed Saturday and Sunday

No boarding of any animals overnight. No other changes have been made to the original ordinances.

2016

PET VET EXPRESS

Mountain Brook City Council
presentation
April 25, 2016

Kristin S. Mahaffey, DVM
Mike Mahaffey, CFO

APPENDIX 3

Date: 4/18/16
To: Dana Reage
   Director of Planning, Building & Sustainability
   Mountain Brook City Council
From: Kristin & Mike Mahaffey, DVM
   Pet Vet Animal Hospital, Inc.
Subject: Pet Vet Express – KAM Enterprises, LLC.

We are submitting a proposal to open a second location of our animal hospital in
Creature Village at the former Tobacco Leaf store located at 255 Country Club Park
behind the CVS Pharmacy.

The location would be called Pet Vet Express allowing us to expand our current
customer base and continuing high quality pet care to the families of Creature Village.
Our plans are to hire three full-time employees (Veterinarians, Technicians and
Receptionists) at a Dog Groomer two days a week. Our hours of operation will be:

Monday - Closed
Tuesday - Thursday - 9:00am - 5:30pm
Saturday - 9:00 am - 2 pm
Sunday and Holidays - Closed
39 hours per week

During our business hours, patients will be seen by appointment. Walk-in customers will
be welcomed but appointments preferred. Typically, appointments are scheduled on a 30
minute time slot which allows us to see approximately 15 appointments per day.
Our office will have full veterinary services including wellness exams, dental care,
laboratory testing, dentistry, digital x-ray, surgical procedures and addressing any
emergency services during office hours. All major surgeries, over-night boarding, will be
handled at our Vestavia location. We will offer a full complement of prescription foods,
medication and pet supplies. Future plans would be to offer food and prescriptions
delivery as well as house calls.

Our grooming services will be handled two days per week by appointment. Please see to
have two baiting boxes open to the public for self serve baths in which we will furnish
towels, shampoo and blow dry. "Tit Tints" would be available during our grooming hours
to limit sound and over-crowding.
During the remodeling process, all efforts will be made to use sound proving devices (e.g., blankets) utilized in our profession to limit noise and air vents that are currently existing and need to be sealed. Any wooded rooms, walls, doors, and windows, etc., will be closed and sealed or removed and updated. No animals will be handled or dropped off, therefore animal waste will be very limited. Any waste will be disposed of directly, bagged and taken from the facility.

Pet Vet Animal has taken pride in supporting our community for the past 17 years. We support our local community financially and on a volunteer basis with opening our hospital for field trips, educational seminars in the schools, shadowing programs for veterinary students and support of our local Chamber of Commerce.

Also, our company is a proud supporter of the Greater Birmingham Humane Society by donating $1 for every rabies vaccination given to our patients. As well as, other local rescue organizations in the community.

Lastly, Pet Vet Animal Hospital is a family run business. We take pride in involving ourselves in the community and offering the highest quality healthcare and outstanding customer service. We would like the opportunity to continue growing and nurturing the wonderful foundation laid in Gardina Village.
Metro Mechanical Services Inc.
515 North Front Hill Road
Birmingham, Alabama 35217
Telephone: 205-242-8770
Fax: 205-242-8779
AL#65081

Date: 10/4/20

Customer Name: City of Mt. Brook

Subject: City of Mt. Brook Fire Station 81 Air Purifier Project 10.05.2020

Metro Mechanical Services is pleased to provide the below proposal.

This quote includes the following:

(16) WHV-400-10 air purifiers for (16) WSHP units (see attached submit data sheet)
(4) NU 4900-10 D-aware air purifiers for (4) NAMU (see attached submit data sheet)
Miscellaneous electrical supplies required for proper installation
Installation labor #4-F 09:00-17:00

Permit fees
Start-up / check-out
Manufacturers warranty on equipment
Installers 1 year labor warranty

Our price for this scope of work is $ 522,233.00

Thank you for the opportunity to provide this work for you,

Carl F. Lovelady
Vice President
Metro Mechanical Services Inc.
AL# 55011

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MINUTE BOOK 91

825.00 per unit

Residential bid only for unit #1-8

No bid on station one ceiling mount units

We Propose: To furnish and install:

Acceptance of Proposal:

The above prices, specifications and conditions are satisfactory and are hereby accepted. We are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance:

Signature

Payment to be made as follows:

[Terms & Conditions]

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner in accordance with specified requirements. Any deviation or deviation from these specifications or any other deviation from the specifications or requirements of this contract shall result in a loss of material and labor with the amount determined by the price of the material and labor and the cost of the work. The above prices are included in the final bid. The above prices are subject to change and can be revised at the discretion of the contractor.

Signature

[Note: This proposal may be withdrawn by us at any time, without notice.

October 26, 2020]
Rebuild Alabama Act Annual Grant Program
Fiscal Year 2021 Program Guidelines

This document contains information regarding the Rebuild Alabama Act (RAA) Annual Grant Program for Fiscal Year (FY) 2021. The RAA Annual Grant Program is administered by the Alabama Department of Transportation (ALDOT). Prospective project-sponsored governmental agencies are encouraged to thoroughly review this document, as well as the FY 2021 RAA Annual Grant Program Application and FAQ document, when considering developing a project application.

A. ELIGIBILITY:

Any political subdivision of the State of Alabama (municipal and county governments) is eligible to apply for funding under the RAA Annual Grant Program.

Project applications may be submitted for improvements to any classified public road or bridge owned and maintained by the applicant that is open to public traffic.

The final eligibility of applications and proposed project activities will be determined by ALDOT upon evaluation of the application submitted.

B. COMPETITIVE SELECTION

RAA Annual Grant Program funds are awarded through a competitive project selection process.

C. PROJECT FUNDING:

The RAA Annual Grant Program was established by Legislative Act 2019-9. The program allocates no less than $116 million annually to eligible projects as identified by ALDOT during a fiscal year.

The maximum funding provided to any project in FY 2021 will be $250,000.00.

RAA Annual Grant program funding is only available for eligible construction activities. No Preliminary Engineering, Right-of-Way, Utility Relocation, Construction Engineering & Inspection or Maintenance Testing costs will be eligible.

RAA Annual Grant Program awarded funds will be issued to the sponsoring agency either (1) upon ALDOT’s receipt of a Notice of Award from the sponsoring agency to the contractor, or (2) upon ALDOT’s receipt of a Purchase Order (PO) from the sponsoring agency issued against a valid, eligible in-place bid contract.

RAA Annual Grant Program awarded funds cannot be transferred to another project and may only be used to fund improvements consistent with the intent of the original project application.

RAA Annual Grant Program funds may be combined with other funding sources when approved by ALDOT. In such cases, the more restrictive funding requirements may apply to all funds utilized. Note that RAA Annual Grant availability decisions still apply when combined with other funding sources.

A sponsoring governmental agency may only submit one project application per application cycle. Each County and Municipality will be viewed as an individual sponsor. Any project submitted by multiple sponsors shall be deemed as the eligible submission for all sponsors.

Sponsors with an active award may not submit another application until the awarded project has been let to contract or a purchase order issued against a valid, eligible in-place bid contract within one year of the notice of award is subject to rescission.

Any excess in total project costs above the amount awarded, shall be the responsibility of the sponsoring agency.

E. MISCELLANEOUS PROVISIONS:

Projects must be let to competitive bid. In-place bids may also be utilized as long as those bids were awarded following all required competitive bid laws for eligibility. No other method of construction, such as force account is allowed.

Any costs incurred prior to issuance of a Notice of Award or a Purchase Order are not eligible.

RAA Annual Grant Program funds have reporting requirements. Recipients will be required to furnish any and all required data to ALDOT or other specified or required entities necessary to satisfy any reporting requirements.

F. APPLICATION SUBMISSION & SELECTION

All applications must be received by ALDOT prior to close of business on November 30th, 2020.
Must a project be on a certain Functional Classification of roadway? No. Project applications may be submitted for any classification of road or bridge open to public traffic.

Will projects requiring right-of-way or easements be considered for award? Yes. Any application for project improvement that requires the acquisition of right-of-way or easements must be disclosed in the application. Non-adverse conditions (e.g., value findings, etc.) should be documented with the application in the form of letters of support from the affected property owners. Applications that require significant or adverse right-of-way or easement acquisition should be delayed until the subject right-of-way has been obtained.

Projects requiring right-of-way or easement acquisition will be held to the funding deadlines established in the ALDOT Annual Grant Program Guidelines.

Failure to disclose required right-of-way in the project application may be grounds for recusal and reallocation of awarded project funds.

Who is responsible for right-of-way or easement acquisition? The sponsor will be responsible for the cost of all right-of-way and easement acquisition in accordance with program requirements at no cost to the project. The nature of any required right-of-way or easements should be disclosed in the application.

Will projects requiring permitted work on property owned by another entity be considered for award? Yes. Project improvement activities should only occur on property owned or on easements obtained by the sponsor. Applications involving work on property owned by another entity will generally not be considered unless the affected property owner is ALDOT. Any proposed work on ALDOT right-of-way shall have the written support of the local ALDOT Engineer submitted with the application.

Failure to disclose necessary permitted work in the project application may be grounds for recusal and reallocation of awarded project funds.

Who is responsible for obtaining necessary permits? The sponsor will be responsible for obtaining necessary permits at no cost to the project.

Will projects requiring utility relocations be considered for award? Yes. However, all utility relocation costs will be the responsibility of the applicant and will not be an eligible cost to the project. Projects including utility relocations will be held to the funding deadlines established in the Annual Grant Program Guidelines.

Any utility relocations shall be identified in the project application. Failure to disclose required utility work/relocations in the project application may be grounds for recusal and reallocation of awarded project funds.

Who will be the project to construct? The sponsoring governmental agency will be responsible for selecting projects locally via competitive bid. In-place bid may also be utilized as long as the bid was awarded following all state and federal competitive bid laws. No other method of construction, such as force account will be allowed.
D. Identify any project phases that would adversely impact the project's progression. Note that the project phases are not eligible for reimbursement.
   a. Environmental and/or cultural resources
   b. Right-of-way or temporary/facilitation easements
   c. Utility relocations

E. Describe the life expectancy of the project. Identify the agency responsible for maintenance, and the funding source for maintenance efforts.

F. Provide any additional comments the sponsor wishes to be considered.

G. Attach any photographs, maps, drawings, or plans necessary to support the project application (fill in color). Attachments should be limited in size to 1" by 1" (folded to 8.5" by 11").

The original application and 3 color copies must be submitted by ALDOT prior to close of business on November 30th, 2020 at the following address:

Rebuild Alabama Act Annual Grant Application
ATTN: Bradley B. Lindsey, P.E.
Alabama Department of Transportation
1409 Colonnade Boulevard
Room 110
Montgomery, AL 36110

From: Sam Gaston
To: Bradley, Alicia nabatacy@al(dot)com on behalf of Bradley, Alicia
Sent: Monday, October 05, 2020 1:09 PM
Subject: FY 2021 RAA Annual Grant Call for Applications

(Asks the recipient to e-mail him or her a copy of the FAA Annual Grant Call for Applications. This is a separate set of information which they give $75,000 grants which would be useful for small improvements, possibly intersection or spot improvements, or maybe to install a signal. A correct construction-only. If you have anything in mind to school, let us know and we can help.)

From: Jenness, Samuel [mailto:samuel.jenness@al.dot.state.us]
Sent: Monday, October 05, 2020 2:39 PM
To: shuford@berk.org (Ronald F. Shuford); Ronald F. Shuford; Ron Shuford; datetrad@al.com (Dan Detar); datetrad@al.com (Dan Detar); deteятr@al.com (Dan Detar); deteятr@al.com (Dan Detar)
Cc: Mississippi DOT; NCDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORDOT; ORD
October 14, 2020

Dear Resident,

The City of Mountain Brook commissioned a traffic study of the Brookwood Road and South Brookwood Road intersection. Our traffic consultant, Skipper Consultants, recommends that this intersection be made a 3-way stop with two stop signs being placed on Brookwood Road. (See attached map.)

The Mountain Brook City Council will consider an ordinance making this intersection a 3-way stop at its October 26th meeting which will begin at 7:00pm. Due to the COVID-19 pandemic, City Council meetings are being held via Zoom. Please check our website on Friday afternoon, October 23rd for information on how to access this meeting if you have any comments about this proposed 3-way stop at Brookwood Road and South Brookwood Road.

www.mtbv.org Government Agendas & Minutes and scroll down to 10/16/20 Agenda packet.

If you cannot participate in the Zoom Council meeting on October 26th, but would like to offer your comments, please contact me at (205) 802-3803 or Gregory@mtbbrook.org.

Sincerely,

Sam S. Gauen
City Manager

Brookwood Road at South Brookwood Road

Mountain Brook, Alabama

Multi-Way Stop Evaluation

Introduction

This report documents a traffic study to determine if a multi-way stop is warranted at the intersection of Brookwood Road at South Brookwood Road in the City of Mountain Brook. Currently, the intersection is a 'T' intersection controlled by a single street stop sign on South Brookwood Road. The intersection is somewhat unique, in that there is a pedestrian crosswalk crossing Brookwood Road on the south side of the intersection, and a white line stop line are present on both approaches of Brookwood Road for the crosswalk, even though there are no stop signs on Brookwood Road.

The posted speed limit on Brookwood Road is 30 miles per hour. The posted speed limit on South Brookwood Road is 30 miles per hour.

Intersection Traffic Volume

An intersection turning movement count was performed at the intersection of Brookwood Road at South Brookwood Road on Wednesday, September 13, 2020 from 7:00 to 9:00 a.m., 10:30 to 1:30 p.m., and 4:00 to 6:00 p.m. by Traffic Data, LLC on behalf of Skipper Consulting, Inc. The intersection turning movement traffic count data is included in Appendix A. The peak hour turning movement traffic counts are shown in Figure 1.

Intersection Capacity Analysis

Existing peak hour intersection capacity analysis was performed for the intersection of Brookwood Road at South Brookwood Road using the method of analysis as presented in the 2000 Highway Capacity Manual published by the Transportation Research Board. Capacities are expressed as level of service, and range from a level of service 'A' (highest quality of service) to a level of service 'F' (poor quality of service). The level of service is determined by the level of service 'E' (poorly serviceable) at a peak hour of service flow. The capacity of the intersection is level of service 'E' or better, with a level of service 'D' considered acceptable during peak hours of traffic flow. The results of the intersection capacity analysis are included in Appendix A and are summarized in Table 1. As shown in Table 1, the South Brookwood Road approach operates at a level of service 'B' for all peak hours analyzed. The Brookwood Road approach operates at a level of service 'A'.
**MINUTE BOOK 91**

**Sound Survey**

The sound survey was performed for a twenty-four (24) hour period on each leg of the intersection of Broadview Road at South Broadview Road on Tuesday, September 22 to 28, 2020 by Traffic Data. On behalf of Slipper Consulting, Inc., the results of the sound surveys are included in Appendix A and are summarized in Table 3. Of particular note:

- The sound surveys found that the 95th percentile sound of traffic on both Broadview roads and South Broadview roads is 75-80 dB above the sound limit on these roads.
- On Broadview Road, 50% of the vehicles are exceeding the sound limit by more than 5 dBA per hour, and 75% are exceeding the sound limit by more than 10 dBA per hour.

<table>
<thead>
<tr>
<th>Table 3: Sound Survey Results</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Sound Limit (dBA)</td>
</tr>
<tr>
<td>95th Percentile Sound</td>
</tr>
</tbody>
</table>

**Stop Distance**

The minimum criteria for intersection sight distance for traffic attempting to enter Broadview Road from South Broadview Road was determined based on information in the AASHTO A Policy on the Geometric Design of Highways and Streets. The minimum criteria are based on the 85th percentile speed of traffic on Broadview Road, which is 40 miles per hour. The minimum intersection sight distance on the left-turn leg is as follows:

- Left-turn sight distance is 485 feet
- Right-turn sight distance is 365 feet

**Crash History**

Five (5) years of crash history for the intersection of Broadview Road at South Broadview Road were provided by the Metropolitan Transit Police Department. Two crashes were reported during this time period.

One crash in 2017 occurred at the driveway of 3247 Broadview Road, which is immediately south of the intersection of South Broadview Road. A driver of a vehicle exiting the driveway of 3247 Broadview Road struck a vehicle approaching from the south on Broadview Road. No injuries or fatalities were reported.

The second reported crash in 2019 occurred at 3247 Broadview Road and at the intersection of Broadview Road. A driver stopped at the stop sign located on a vehicle located behind him as he attempted to allow room for an oncoming turning vehicle. No injuries or fatalities were reported.

The review of crash information shows that neither crash would have been mitigated if a multi-way stop were installed at the intersection of Broadview Road at South Broadview Road.

**Multi-Way Stop warrant analysis**

The 2020 Manual on Uniform Traffic Control Devices, Section 38.01, establishes minimum criteria for construction of a multi-way stop sign installation. The criteria include the following:

- Crash history criteria
- Traffic volume criteria
- Engineering judgment criteria

The applicable sections from the MUTCD are copied below:

The following criteria should be considered in the engineering study for a multi-way stop sign installation:

A. Where traffic signals are justified, the multi-way stop is an interim measure that can be installed quickly and cost-effectively as an interim measure for the evaluation of the traffic.

B. The stop times recorded are to be in a 24-hour period that are acceptable in the exclusion of a multi-way stop installation. Such analyses would include the volumes on both directions as well as the right-turn volumes.

C. Minimum volumes:

1. The volume on the major approaches during both directions approaches must be at least 150 vehicles per hour for 20 minutes or more, with the rates of traffic on all approaches of both directions approximately at least 250 vehicles per hour for the same 20 minutes, with an average daily traffic on the major approach of 40 vehicles per hour during the highest hour.

2. The 95th percentile approach speed of the major traffic averaged 45 mph, the minimum intersection volume requirements are 35 percent of the traffic provided in items 1 and 2.

Other criteria that may be considered in the engineering study include:

A. The need to control right-of-way conflicts.

B. The need to control right-of-way conflicts at the intersection.

C. Locations where a road exit and right-turning traffic are not on the same side of the intersection.

D. The need to control left-turning traffic and the need to control left-turning traffic at the intersection.

E. The need to control left-turning traffic at the intersection.

F. The need to control left-turning traffic at the intersection.

G. The need to control left-turning traffic at the intersection.

H. The need to control left-turning traffic at the intersection.

I. The need to control left-turning traffic at the intersection.

J. The need to control left-turning traffic at the intersection.

K. The need to control left-turning traffic at the intersection.

L. The need to control left-turning traffic at the intersection.

M. The need to control left-turning traffic at the intersection.

N. The need to control left-turning traffic at the intersection.

O. The need to control left-turning traffic at the intersection.

P. The need to control left-turning traffic at the intersection.

Q. The need to control left-turning traffic at the intersection.

R. The need to control left-turning traffic at the intersection.

S. The need to control left-turning traffic at the intersection.

T. The need to control left-turning traffic at the intersection.

U. The need to control left-turning traffic at the intersection.

V. The need to control left-turning traffic at the intersection.

W. The need to control left-turning traffic at the intersection.

X. The need to control left-turning traffic at the intersection.

Y. The need to control left-turning traffic at the intersection.

Z. The need to control left-turning traffic at the intersection.

**Slipper Consulting, Inc.**

**September 29, 2020**
The data and analysis presented in this report show that neither the crash history criteria nor traffic volume criteria are currently met at the intersection of Brookwood Road at South Brockwood Road.

Considering the low (k=0) engineering judgment criteria, it is the opinion of the engineer and traffic volume criteria that a stop sign is not warranted at the intersection of Brockwood Road at South Brockwood Road due to insufficient criteria. Traffic volume criteria is met, but the engineering judgment criteria is not satisfied.

Recommendations:
- Based on the engineering judgment criteria, a stop sign is not warranted at the intersection of Brockwood Road at South Brockwood Road due to insufficient criteria. Therefore, the engineer recommends that the City install a multi-way stop at the intersection of Brockwood Road at South Brockwood Road.

Specific actions to accomplish this recommendation are as follows:
1. Remove the two existing pedestrian crossing signs.
2. Install two "STOP" signs with two "ALL WAY" placards in place of the two pedestrian crossing signs.
3. Install a "STOP" sign on South Brockwood Road.

Figure 3: Recommendations

Appendix A

Intersection Turning Movement Traffic Count

<table>
<thead>
<tr>
<th>Traffic Data, LLC</th>
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<tr>
<td>1400 Tunmeh Lane</td>
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<tr>
<td>Start Date: 10/23/2020</td>
</tr>
<tr>
<td>Site Code: mtnbrook02</td>
</tr>
<tr>
<td>File Name: mtnbrook02</td>
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<td>Total Turning</td>
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<td>477</td>
<td>182</td>
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J:\Minutes & Agendas\Council\2020\20201026 Minutes.doc October 26, 2020
### Appendix B

**Intersection Capacity Analysis Worksheets**

#### HCM 2010 TWSC

1. Brookwood Rd & S Brookwood Rd

#### HCM 2010 TWSC

1. Brookwood Rd & S Brookwood Rd

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<th>Lane Configurations</th>
<th>Traffic Vol. veh/h</th>
<th>Future Vol. veh/h</th>
<th>Sign Control</th>
<th>RT Channelized</th>
<th>Storage Length</th>
<th>Crash %</th>
<th>Peak Hour Factor</th>
<th>Other Vehicles %</th>
<th>Hourly Flow</th>
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<tr>
<th>Capacity Limits</th>
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<tr>
<td>HCM Lane Capacity</td>
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<tr>
<td>HCM Lane LOS</td>
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<tr>
<td>HCM 5th Lane (Optional)</td>
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### TRAFFIC DATA, LLC
1409 Turnham Lane, Birmingham, AL 35216
205-824-6125

#### Location

**BROOKWOOD RD north of S BROOKWOOD RD**

<table>
<thead>
<tr>
<th>Date</th>
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<th>30 Hour Speed</th>
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#### Speed Statistics

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<th>Category</th>
<th>Speed (mph)</th>
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<td>24 Hour</td>
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<tr>
<td>30 Hour</td>
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</tbody>
</table>

#### Speed Survey

- **Time Period:**
  - AM: 06:00 - 10:00
  - PM: 12:00 - 18:00
- **Characteristics:**
  - Variability in traffic conditions

#### Additional Notes

- **Traffic Patterns:**
  - Peak hours: AM and PM
  - Traffic volume varies by day of the week

---

### MINUTE BOOK 01

#### TRAFFIC DATA, LLC
1409 Turnham Lane, Birmingham, AL 35216
205-824-6125

#### Location

**BROOKWOOD RD north of S BROOKWOOD RD**

<table>
<thead>
<tr>
<th>Date</th>
<th>24 Hour Speed</th>
<th>30 Hour Speed</th>
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<th>Speed (mph)</th>
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<tr>
<td>30 Hour</td>
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</tbody>
</table>

#### Speed Survey

- **Time Period:**
  - AM: 06:00 - 10:00
  - PM: 12:00 - 18:00
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  - Variability in traffic conditions

#### Additional Notes

- **Traffic Patterns:**
  - Peak hours: AM and PM
  - Traffic volume varies by day of the week

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**Appendix D**

#### Speed Surveys

- **Survey Methodology:**
  - Radar gun
  - Handheld speedometer
- **Data Analysis:**
  - Speed distribution by hour

---

**APPENDIX 6**
October 14, 2020

Dear Resident,

The City of Mountain Brook commissioned a traffic study of the Briar Oak Drive area. Our traffic consultant, Skipper Consulting, recommends that the intersection of River Bend Road and Briar Oak Drive be made a 4-way stop with two additional stop signs being placed on the River Bend Road side of this intersection. (See attached map.)

The Mountain Brook City Council will consider an ordinance at its October 26th meeting, which will begin at 7:00pm, making the Briar Oak Drive and River Bend Road intersection a 4-way stop. Due to the COVID-19 pandemic, the City Council meetings are held by Zoom. Please check our website on Friday afternoon, October 23rd for information on how to access this meeting. If you have any comments on this 4-way stop, please contact me at (205) 812-3823 or caretta@mountainbrook.org.

Sincerely,

Sam G. Gaston
City Manager

SECTION 1
FOUR-WAY STOP EVALUATION
BRIAR OAK DRIVE AT RIVER BEND ROAD

Introduction

This report section documents a traffic study to determine if a multi-way stop is warranted at the intersection of Briar Oak Drive at River Bend Road in the City of Mountain Brook. The location of the intersection is shown in Figure 1. Currently, the intersection is a four-way intersection controlled by stop signs on Briar Oak Drive. The posted speed limit on Briar Oak Drive is 35 miles per hour. The posted speed limit on River Bend Road is 30 miles per hour.

Figure 1. Site Location: Briar Oak Drive at River Bend Road

Intersection Turning Movement Traffic Counts

An intersection turning movement traffic count was performed at the intersection of Briar Oak Drive at River Bend Road on Wednesday, September 23, 2020 from 7:00 a.m. to 8:00 a.m. and 11:00 a.m. to 12:00 p.m. by Traffic Data, LLC on behalf of Skipper Consulting, Inc. The intersection turning movement traffic count data is included in Appendix A. The peak hour turning movement traffic counts are shown in Figure 2.

---

<table>
<thead>
<tr>
<th>Briar Oak Drive at River Bend Road</th>
<th>Left/Through</th>
<th>Right</th>
<th>Left/Through</th>
<th>Right</th>
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</thead>
<tbody>
<tr>
<td>Briar Oak Drive Right</td>
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<td>A</td>
<td>A</td>
</tr>
<tr>
<td>River Bend Road Left/Through</td>
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<td>A</td>
</tr>
<tr>
<td>River Bend Road Right</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>

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Figure 2. Intersection Traffic Count

Intersection Capacity Analysis

Existing peak hour intersection capacity analyses were performed for the intersection of Briar Oak Drive at River Bend Road using the indicated analysis as presented in the 2009 Highway Capacity Manual, published by the Transportation Research Board. Capacities are expressed as levels of service, and range from a level of service "A" (highest quality of service) to a level of service "D" (poorly conditioned). As a general rule, operation at a level of service "C" or better is desirable, with a level of service "D" considered unacceptable during peak hours of traffic flow. The results of the intersection capacity analyses are included in Appendix B and are summarized in Table 1. As shown in Table 1, all approaches to the intersection operate at a level of service "A" for all time periods analyzed.
Machine Traffic Counts

Machine traffic counts were performed on each leg of the intersection of Oak Drive at River Road for a twenty-four (24) hour period on Tuesday, September 22, 25, 2020 by Traffic Data, LLC on behalf of Slipper Consulting, Inc. The machine traffic count data is included in Appendix E. The hourly traffic count data is summarized in Table 3.

Table 3. Speed Survey Results

<table>
<thead>
<tr>
<th>Traffic Count Data</th>
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<th>Eastbound</th>
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<tr>
<td>Vehicle Count</td>
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<td>35 mph</td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>50 mph</td>
<td>50 mph</td>
</tr>
<tr>
<td>85th Percentile Speed</td>
<td>39 mph</td>
<td>39 mph</td>
</tr>
<tr>
<td>Vehicles over 35 mph</td>
<td>5 (5%)</td>
<td>6 (10%)</td>
</tr>
</tbody>
</table>


distance

The minimum criteria for intersection sight distance for traffic attempting to enter or cross River Bend Road from both directions of travel on Oak Drive was determined based on information in the AASHTO A Policy on the Geometry of Highways and Streets. The minimum criteria are based on the 85th percentile speed of traffic on River Bend Road, which is 30 miles per hour. The minimum intersection sight distance criteria are as follows:

- Making a left turn - 300 feet
- Making a right turn - 270 feet
- Crossing - 200 feet

Intersection sight distance was measured in the field. The available intersection sight distance is displayed in Figure 3.

The measured sight distance looking to the right and left from Oak Drive eastbound indicates that minimum criteria are met and exceeded. However, for Oak Drive westbound sight distance is restricted looking to the right and left, such that the minimum criteria for making any movement is significantly less than the minimum requirement.

Figure 3. Intersection Sight Distance

Crash History

Five (5) years of crash history for the intersection of Oak Drive at River Bend Road were provided by the Mountain Brook Police Department. There were no crashes reported at the intersection during this time period.

Multi-Meter Sun Warmth Analysis

The 2006 Manual on Uniform Traffic Control Devices, Section 2B.07, establishes minimum criteria for consideration of a multi-way stop sign installation. The criteria include the following:

- Crash history criteria
- Traffic volume criteria
- Engineering judgment criteria

The applicable sections from the MUTCD are copied below:

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control devices are justified, the multi-way STOP sign warrants are used only for the installation of the multi-way control signal.

B. The site evaluation criteria in a 12-month period that are acceptable as a result of a multi-way stop sign installation. Such criteria include road safety and reducing collisions, as well as right weight reductions.

C. Minimum volumes:

1. The cumulative volume entering the intersection from the minor street approaches total is less than the volume at the major street approaches. The cumulative volume is less than 500 vehicles per hour for each 8 hours of an average day and

2. Combined volume, volume, and traffic volume entering the intersection from the minor street approaches total is less than 2,000 vehicles per hour for each 8 hours of an average day.

D. If the 85th percentile speed of the minor-street single-occupant vehicle is 40 mph, the minimum hourly volume volumes are 100 percent of the volume permitted in Item 1 and 2.

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts due to locations that generate high pedestrian volumes;
C. Locations where a small area, after re-surfacing, cause conflicting conflicts and; D. A determination of a modified neighborhood consistent through use of similar design and operating characteristics with multi-way stop-approach whereby would improve safety and operational characteristics of the intersection.

The data and analysis presented in this report shows that either the crash history criteria or traffic volume criteria are currently met at the intersection of Oak Drive at River Bend Road.

Considering the four (4) engineering judgment criteria, it is the opinion of the engineer that neither A (the need to control left-turn conflicts), nor B (the need to control vehicle/pedestrian conflicts), nor C (intersections of travel-related collisions) or D (intersections of conflicting collisions) are sufficient justifications for the installation of a multi-way stop at the intersection.

Regarding criteria C (the inability to one conflicting traffic), this study has shown that sight distance looking to the left and right from Oak Drive at River Bend was not at the stop sign for River Bend Road is severely limited, and is sufficient justification for installation of a four-way stop at this intersection.
Recommendations

Based on the engineering judgment related to intersection sight distance (scenario C above), the engineer recommends that the City install a multi-way stop at the intersection of Briar Oak Drive at River Bend Road.

Specific actions to accomplish this recommendation are as follows:

1. Install two R1-3 "STOP" signs with R5-1P "ALL WAY" placards on Briar Oak Drive

2. Install two R1-3P "ALL WAY" placards below the existing "STOP" signs on Briar Oak Drive

3. Install one W3-1 "STOP Ahead" warning sign on River Bend Road eastbound in advance of the intersection of Briar Oak Drive. The sign should be a minimum of 100 feet in advance of the "STOP" sign.

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