



# PUBLIC SAFETY COMMITTEE MEETING

MONDAY, DECEMBER 4, 2023 | 6 PM

1st Committee Meeting

The Committee will meet in Mauldin City Hall at 5 East Butler Road in the Council Chambers at 6 p.m.

The meeting will be available remotely through Zoom. Please visit the City's website at <https://cityofmauldin.org/your-government/meeting-minutes-agendas/> to access the meeting via audio and videoconferencing.  
A quorum of Council will be present.

**PUBLIC SAFETY COMMITTEE MEETING  
DECEMBER 4, 2023  
CITY HALL - COUNCIL CHAMBERS  
5 E. BUTLER ROAD**

**Committee Members:** Carol King (Chair), Frank Allgood, and Jason Kraeling

- |   |                        |
|---|------------------------|
| <b>1. <u>Call to Order</u></b>  | Chairperson Carol King |
| <b>2. <u>Public Comment</u></b>   | Chairperson Carol King |
| <b>3. <u>Reading and Approval of Minutes</u></b>  | Chairperson Carol King |
| a. Public Safety Committee Meeting: November 6, 2023<br>[Pages 3-4]   | Chairperson Carol King |
| <b>4. <u>Reports or Communications from City Officers</u></b>   | Chairperson Carol King |
| a. Fire Chief Brian McHone  |                        |
| b. Administrative Judge/ Clerk of Court Donna DeRado  |                        |
| c. Police Chief George Miller<br>Traffic Studies- Adams Mill Road and Forrester Woods<br>Estates [Pages 5-33] |                        |
| <b>5. <u>Unfinished Business</u></b>  | Chairperson Carol King |
| There is no unfinished business.  |                        |
| <b>6. <u>New Business</u></b>   | Chairperson Carol King |
| a. Axon Body Camera and Taser replacement [Pages 34-72]   | Chairperson Carol King |
| <b>7. <u>Public Comment</u></b>   | Chairperson Carol King |
| <b>8. <u>Committee Concerns</u></b>   | Chairperson Carol King |
| <b>9. <u>Adjournment</u></b>  | Chairperson Carol King |

**MINUTES**  
**PUBLIC SAFETY COMMITTEE MEETING NOVEMBER 6, 2023**  
**CITY HALL - COUNCIL CHAMBERS 5 E. BUTLER ROAD**  
**2<sup>nd</sup> committee meeting**

Committee Members: Carol King (Chair), Frank Allgood, and Jason Kraeling  
Others present: Police Chief George Miller, Fire Chief Brian McHone, Administrative Judge Donna DeRado and City Administrator Seth Duncan.

**1. Call to Order-** Chairwoman King

**2. Public Comment-** None

**3. Reading and Approval of Minutes**

a. Public Safety Committee Meeting: September 5 , 2023

**Motion:** Councilman Allgood made a motion to accept the minutes with Councilman Kraeling seconding.

**Vote:** The vote was unanimous (3-0).

**4. Reports or Communications from City Officers**

**a. Fire Chief Brian McHone**

Mauldin Fire Department Shift Schedule Change

The department is looking at changing the shift schedule from 24/48 to 48/96. A committee was established which consisted of two personnel from each shift and a chairperson. The committee met with several fire departments within the state that have gone to the 48/96 schedule. They spoke with firefighters and the leadership staff at these departments. Many fire departments are going to this schedule and are saying it has improved morale and is helping with the recruitment and retention of their personnel. A poll of Mauldin shift personnel showed overwhelming support for this idea.

Chairwoman King said this is an administrative move that does not need to come before Council. This is provided for information only. Her only concern is if there is a structure fire where personnel may be out for a long time without sleep, there would be another shift they would have to work. She was answered that through mutual aid, there will be help available and the likelihood of this happening is rare.

Chief McHone reported the punch list should be finalized this week. The department is still waiting on the fiber installation.

**b. Administrative Judge/ Clerk of Court Donna DeRado**

Julie Clardy has been hired as the new records clerk in Judicial.

A few changes may be made to traffic court soon.

**c. Police Chief George Miller**

Chief Miller reported Hollywood Feed sponsored a food drive for Animal Care over the weekend.

The department did a phenomenal job investigating the double homicide. Chief Miller thanked Greenville County, the Judicial Department and Ms. Carter for their help as well.

**5. Unfinished Business-** There is no unfinished business.

**6. New Business**

**a. Administrative Judge Appointment**

The department is asking that Judge Brandi White be appointed as an Administrative Judge. She has an extensive legal background.

**Motion:** Councilman Kraeling made a motion to send this item to Council with a recommendation of approval with Councilman Allgood seconding.

**Vote:** The vote was unanimous (3-0).

**7. Public Comment-** None

**8. Committee Concerns-** None

**9. Adjournment-** Chairwoman King adjourned the meeting at 6:41 p.m.

Respectfully Submitted,  
Cindy Miller  
Municipal Clerk

# PUBLIC SAFETY COMMITTEE

## AGENDA ITEM SUMMARY

**MEETING DATE:** December 04, 2023  
**AGENDA ITEM:** 4c

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**TO:** Public Safety Committee  
**FROM:** Chief George Miller  
**SUBJECT:** Traffic Study on Adams Mill Road

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### TRAFFIC STUDY REQUEST

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In 2022, Mr. Michael Gilchrist, of 2 Ridan Road, requested a traffic study of Adams Mill Road to reduce speeding and noise. A follow-on request was made in April of 2023 for alterations including the installation of speed humps and a 4-way stop sign at Adams Mill Road and Ridan. Based on the request, MPD conducted several traffic studies of the street both before and after the installation of level 2 traffic measures were installed. Mr. Gilchrist continues to request the installation of speed humps, though this section of Adams Mill Road is ineligible for such devices based on current policy. MPD is presenting the results of this study and decision to the Public Safety Committee for information only.

### HISTORY/BACKGROUND

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The original complaint by Mr. Gilchrist was for speeding vehicles along Adams Mill Road in 2022. Mr. Gilchrist's initial request was for 4-Way Stop Signs to be installed at the intersection of Adams Mill Road and Ridan Road, along with speed humps. Mr. Gilchrist provided a completed Traffic Calming application and petition form with 6 signatures including his, none of the 6 signatures had an Adams Mill Road address. Nevertheless, between February and April of 2023 there were four speed studies conducted along various points on Adams Mill Road. The 4-Way Stop Signs were installed on Adams Mill Road and Ridan Road by Mauldin Public Works. Mr. Gilchrist then stated again that he wanted to see the installation of speed humps because not enough people were stopping at the stop signs. His requested included one (1) as you turn off of Ashmore Bridge Road, which is partially in the county and too close to the intersection and then two (2) more further down the road before Ridan Road. Staff reviewed the request, but found neither to be practical or allowed by policy.

### ANALYSIS or STAFF FINDINGS

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The Police Department since February 2023 has conducted four (4) traffic studies several weeks at a time. All of the studies showed an average vehicle speed of 25-26 mph, with the 85<sup>th</sup> percentile speeds between 31.84-32.97 mph. The average volume of vehicles per day were between 1554-1771 vehicles. The section of Adams Mill Road between Ashmore Bridge Road and West Golden Strip is eligible for Level 2 measures by data alone. According to the Traffic Calming Policy, the same section of Adams Mill Road is also ineligible due to the complainant not having a completed petition of the stakeholders along Adams Mill Road and also due to the fact that this section of Adams Mill Road can be defined as a "residential collector" street rather than a street that is primarily "residential in nature".

Therefore, based on the City's stated policy, the request by Mr. Gilchrist has been denied.

### FINDINGS

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It is the opinion of the Police Department and the studies that have been conducted on Adams Mill Road that no further Level 2 measures be implemented at this time.

**ATTACHMENTS**

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Memo from Captain Hodrea breaking down and explaining all studies in Adams Mill Road. A copy of the policy on traffic calming that is given to all parties requesting a traffic study.

## Chief George Miller

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**From:** Captain Hodrea <ehodrea@mauldinpolice.com>  
**Sent:** Monday, November 27, 2023 1:37 PM  
**To:** sduncan@mauldincitysc.com; gmiller@mauldinpolice.com  
**Subject:** Adams Mill Road Report V2  
**Attachments:** Adams Mill Road Report.doc

Gentlemen,

I had to make several additions to the report after talking to the Greenville County Public Works employee who deals with the county's traffic calming. I added info from our conversation into the report.

I know Mr. Gilchrist stated that Greenville County would assist with installing speed humps on parts of the roadway that were half maintained by Mauldin and half maintained by Greenville, but that's not entirely accurate.

Firstly, Adams Mill Road doesn't qualify for speed humps via Greenville County due to the following, which is straight from their policy:

**“Road must be classified residential (not collector)”**

**Road “must be entirely maintained by Greenville County”**

**85<sup>th</sup> Percentile Not Met (Greenville County requires 85<sup>th</sup> Percentile speed to be 9 mph over speed limit on road with over 800 vehicles per day)**

**Petition signed by 75% of residents on road, plus 25% of residents on each adjoining road, that must pass humps to access their home.**

The county's parameters are a bit more stringent than ours, and while Adams Mill Road barely qualifies for Level 2 (speed humps) in our policy, they fall well short for Greenville's.

All this information is recorded in this final version of the attached report.

Capt. Emanuel Hodrea  
Administrative Commander  
5 East Butler Rd or P.O. Box 249  
Mauldin, SC 29662  
Mauldin Police Department  
Office: (864)289-8960  
Fax: (864)289-8912  
Police Dept: (864)289-8900

***“The only thing necessary for the triumph of evil is for good men to do nothing.”***

**-Edmund Burke**



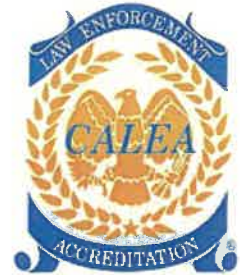
# Mauldin Police Department

P.O. Box 249

5 East Butler Road

Mauldin, S.C. 29662

George Miller, Chief of Police



**Phone (864) 289-8900**

**Fax (864) 289-8912**

**To: Chief G. Miller**

**From: Capt. E. Hodrea**

**Date: 11/16/2023**

**Subject: Traffic Calming Project – Adams Mill Road Report**

## **Mauldin Police Department – Traffic Calming Project – Adams Mill Road (25mph)**

On July 21, 2022, Mr. Michael Gilchrist, of 2 Ridan Road, sent an email to Cindy Miller about a complaint of “Excessive Speed” on Adams Mill Road, and a request for a 4-way Stop Sign to be installed at the intersection of Adams Mill Road and Ridan Road and also Speed Humps. On the same date, I replied to Mr. Gilchrist’s email and sent him a link to our City’s Traffic Calming Policy with instructions to read the policy and to complete the application and petition form at the end of the policy.

On September 20, 2022, I received an email from Mr. Gilchrist with the attached application and petition form. Of note, the petition was signed by Mr. Gilchrist and 5 other citizens, none of whom lived on Adams Mill Road. On September 22, 2022, I received another email from Mr. Gilchrist asking for an increase in road patrol in the area around 7:00 to 7:30 p.m. as he had encountered three vehicles travelling “at least 60 mph” on Adams Mill Road as he was walking his dog on the sidewalk. I informed Mr. Gilchrist that same date that we would not be increasing road patrol in the area in order to not skew the numbers of the upcoming study that I was intending to do. I also advised Mr. Gilchrist that I would set the equipment out to conduct a speed study at the earliest available time as there were other neighborhoods at the time that were scheduled for speed studies.

On January 23, 2023, Mr. Gilchrist emailed me again and provided me with his speed numbers from his “informal survey” in which he used “manual time/distance method”. Mr. Gilchrist’s study results are as follows, based on an unknown number of recorded vehicles:

- 55+ MPH 11%
- 45 – 55 MPH 37%
- 38 – 45 MPH 27%
- 32 – 38 MPH 12%
- 25 – 38 MPH 13%



Mr. Gilchrist also stated that he had not recorded a single vehicle doing the 25mph speed limit or lower.

On January 24, 2023, I replied to Mr. Gilchrist's email, and advised him that our speed counter equipment was still unavailable. I did also advise Mr. Gilchrist, that I had conducted an informal speed study of Adams Mill Road back in 2020 (a request by former Chief Turner, due to upcoming new construction concerns at the time). I shared with him that the 2020 data over a span of 12 days showed the following:

Total Volume of Vehicles: 21493  
Busiest Time of Travel: 1700-1800 Hours  
Average Volume per Day: 1791.1  
Average Speed of Vehicles: 27.34 mph  
Volume of Traffic 1 to 25mph: 7708  
Volume of Traffic 26 to 35mph: 11215  
Volume of Traffic 36 and above: 2570 (2011 of these between 36-40 mph)

The data collected in 2020, compared to his personally collected data, was vastly different. Also, during the January 24 email conversation, I shared my concern with Mr. Gilchrist about his petition not having the signatures required for Level 2 Traffic Calming to proceed.

On February 1, 2023, the traffic counter was deployed to Adams Mill Road near the intersection of Blue Stone Court. The traffic counter was oriented in a way that it was facing northwest toward Ridan Road and was collecting inbound and outbound traffic data on Adams Mill Road. Of note, at the time of the study, the four-way stop sign was not yet installed at Ridan Road. The traffic counter remained deployed from Feb. 1<sup>st</sup> to Feb. 15<sup>th</sup>, and the following data was collected from a 7-day period (Feb. 4<sup>th</sup> to Feb. 10<sup>th</sup>):

Total Volume of Vehicles: 12402  
Average Volume per Day: 1771.7  
Average Speed of Volume per Day: 26.0 mph  
85<sup>th</sup> Percentile Speed of Volume per Day: 32.97 mph  
Percentage of Volume going the Speed Limit (25mph) or Below: 4465 Vehicles out of 12402 or 36%  
Percentage of Volume going above the Speed Limit (26-30mph): 4082 out of 12402 or 33%  
Percentage of Volume going above the Speed Limit (31-35mph): 2978 out of 12402 or 24%  
Percentage of Volume going above the Speed Limit (36-40mph): 737 out of 12402 or 6%  
Percentage of Volume going above the Speed Limit (41mph and above): 140 out of 12402 or 1%

The data collected reveals that 64% of the traffic countered on Adams Mill Road at the study location, travel over the posted speed limit of 25mph, albeit 8547 of the 12402 vehicles countered, or 69%, are considered a "Low Risk" level (30mph and lower). A "Medium Risk" level of speeding, 6 to 10mph over the speed limit, was seen on Adams Mill Road from 24% for vehicle traffic. Finally, less than 7% of all vehicle traffic was traveling at a "High Risk" level of speeding, of 11mph over the speed limit.

After resetting the traffic counter, I then redeployed the traffic counter to the second Adams Mill Road location near Woodhedge Court on February 15<sup>th</sup>, 2023. The traffic counter was oriented in a way that it was facing southwest toward West Golden Strip Drive and was collecting inbound and outbound traffic data on Adams Mill Road. The traffic counter remained deployed from Feb. 15<sup>th</sup> to Apr. 12<sup>th</sup>, and the following data was collected from three 7-day periods (Feb. 17<sup>th</sup> to Feb. 23<sup>rd</sup>, Mar. 10<sup>th</sup> to Mar. 16<sup>th</sup>, and Mar. 31<sup>st</sup> to Apr. 6<sup>th</sup>):

Feb. 17<sup>th</sup> to Feb. 23<sup>rd</sup>

Total Volume of Vehicles: 10879

Average Volume per Day: 1554.1

Average Speed of Volume per Day: 25.83 mph

85<sup>th</sup> Percentile Speed of Volume per Day: 31.84 mph

Percentage of Volume going the Speed Limit (25mph) or Below: 4393 Vehicles out of 10879 or 40%

Percentage of Volume going above the Speed Limit (26-30mph): 3931 out of 10879 or 36%

Percentage of Volume going above the Speed Limit (31-35mph): 1974 out of 10879 or 18%

Percentage of Volume going above the Speed Limit (36-40mph): 492 out of 10879 or 5%

Percentage of Volume going above the Speed Limit (41mph and above): 89 out of 10879 or 1%

Mar. 10<sup>th</sup> to Mar. 16<sup>th</sup>

Total Volume of Vehicles: 11440

Average Volume per Day: 1634.3

Average Speed of Volume per Day: 26.31 mph

85<sup>th</sup> Percentile Speed of Volume per Day: 32.1 mph

Percentage of Volume going the Speed Limit (25mph) or Below: 4310 Vehicles out of 11440 or 38%

Percentage of Volume going above the Speed Limit (26-30mph): 4206 out of 11440 or 37%

Percentage of Volume going above the Speed Limit (31-35mph): 2287 out of 11440 or 20%

Percentage of Volume going above the Speed Limit (36-40mph): 536 out of 11440 or 5%

Percentage of Volume going above the Speed Limit (41mph and above): 101 out of 11440 or 1%

Mar. 31<sup>st</sup> to Apr. 6<sup>th</sup>

Total Volume of Vehicles: 11365

Average Volume per Day: 1623.6

Average Speed of Volume per Day: 26.1 mph

85<sup>th</sup> Percentile Speed of Volume per Day: 32.01 mph

Percentage of Volume going the Speed Limit (25mph) or Below: 4452 Vehicles out of 11365 or 39%

Percentage of Volume going above the Speed Limit (26-30mph): 4151 out of 11365 or 37%

Percentage of Volume going above the Speed Limit (31-35mph): 2177 out of 11365 or 19%

Percentage of Volume going above the Speed Limit (36-40mph): 489 out of 11365 or 4%

Percentage of Volume going above the Speed Limit (41mph and above): 96 out of 11365 or 1%

The data collected shows a consistent, or 75-76%, of all travel along Adams Mill Road at a “Low Risk” level of speed (30mph and below). 18-20% of countered traffic travels along Adams Mill Road at a “Medium Risk” level of speed, while 1% are categorized as “High Risk” level of speed.

Additionally, the data collected from both locations on Adams Mill Road show there is a significant spike in traffic volume between the hours of 0700-0800 hours and 1700-1800 hours. The data also shows that the highest percentage of speed violators per hour occurs in the early morning hours after midnight but before 0600 hours. When taking the 13 days of total data for the Adams Mill Road and Blue Stone Court area, the 85<sup>th</sup> Percentile Speed is 32.79 mph while the Average Speed is 25.82 mph. When taking the 55 days of total data for the Adams Mill Road and Woodhenge Court area, the 85<sup>th</sup> Percentile Speed is 31.97 mph while the Average Speed is 26.03 mph.

At this point, the area of the Adams Mill Road has met the criteria and is eligible for the City’s Level 1 Traffic Calming Program as the streets are residential in nature, with no more than two

travel lanes, has also exceeded the minimum of 1,000 vehicle per seven-day period condition, and a large portion of the traffic is assumed to be “Cut-Through” traffic.

According to the Traffic Calming Project Point Prioritization, the Adams Mill Road scores 42 points out of 100, according to the point system. The points assigned are due to the following and based on a combination of the highest numerical data collected from Adams Mill Road:

<u>Speed:</u>	<b>35 Points</b>
<u>Volume:</u>	<b>17 Points</b>
<u>Schools:</u>	<b>0 Points</b>
<u>Pedestrian Generators:</u>	<b>0 Points</b>
<u>Collisions:</u>	<b>10 Points</b>
 <u>Total:</u>	 <b>62 Points</b>

Adams Mill Road does qualify for Level 1 and Level 2 Traffic Calming and already, some Level 2 Traffic Calming devices have been implemented with the addition of a Four-Way Stop Sign placement at the intersection of Ridan Road and Woodbend Court.

There are several areas of concern to consider regarding this report, this study, Mr. Gilchrist’s requests, and the City’s actions, they are as follows:

1. As stated above, Mr. Gilchrist has not yet produced a valid petition by the stakeholders that live on Adams Mill Road. The petition that he has provided has the signatures of himself and of 5 other residents from the following addresses:

2 Ridan Road  
3 Ridan Road  
1 Bluestone Court  
4 Ridan Road  
1 Woodbend Court  
2 Woodbend Court

This presents an issue as the opinion and willingness of traffic calming from 6 residents are superseding or ignoring the opinion and willingness of remaining stakeholders along Adams Mill Road, which is not in spirit or the purpose of our city policy. In total, there are 38 homes alongside or in direct contact with Adams Mill Road. Of those 38 homes, 19 homes have Adams Mill Road as part of their address name (the homes closer to Brooks Road). Of the total 38 total homes, 16 homes have direct driveway access onto Adams Mill Road, with 12 of the homes being part of the 19 Adam Mill Road address homes mentioned above. The petition needs to be signed by most, if not all, of these residents.

2. At some point, as stated above, four way stop signs were installed at the intersection of Adams Mill Road, Ridan Road, and Woodbend Court. This type of additional signage falls under the Level 2 Traffic Calming Devices per the City’s Policy. For this type of device to be installed, at least 60% of the impacted property owners and 100% of the property owners within 100 feet of the proposed traffic calming device must support the installation. At this point we are unsure if this device was truly supported by the stakeholders due to the incomplete petition.

3. With Mr. Gilchrist continuing to request speed humps, and with the new stop signs added, before going any further with adding further traffic devices, I recommend that we conduct another study, with our new equipment, especially in the areas on Adams Mill Road between Ashmore Bridge Road and Ridan Road, Ridan Road and Marengo Road, and finally Marengo Road and Arrowood Court. The purpose of this study is to see if the recently installed stop signs have made a difference.
4. Regarding collisions on Adams Mill Road, the only ones required to report in relation to this study are the ones that have occurred 3 years prior to the date that Mr. Gilchrist filed his application and petition (Sept. 20, 2022). In those three years prior to Sept. 20<sup>th</sup>, there were five collisions on Adams Mill Road, none related to speed:

Aug. 2022 – Adams Mill Road & Whispering Brooks Road – Improper Turn at Intersection – No Injuries

Mar. 2021 – Adams Mill Road & Whitts Forge Lane – Failure to Yield at Intersection – No Injuries

Jul. 2020 – Adams Mill Road & Blue Stone Court – Rear End at new stop sign – No Injuries

Jul. 2020 – Adams Mill Road & Whitts Forge Lane – Failure to Yield at Intersection – Minor Injuries

Sept. 2019 – Adams Mill Road & Blue Stone Court – Construction truck struck electric pole at slow speed while turning onto Adams Mill - No Injuries

There has been a total of 24 total collisions on Adams Mill Road from 2008 to present. 18 of these 24 collisions have occurred at the various intersections along Adams Mill Road and the causes were either rear endings, improper backings, failure to yield, or improper turns. Of the remaining 6 collisions, 2 were DUI related, 1 involved a pedestrian walking in the roadway at night, 1 involved a box truck sideswiping a garbage truck as it was passing it, and 2 were direct speed related events.

5. Per the City's Traffic Calming Policy, to determine if an area is eligible for participation certain criteria must be met, to include whether the street is "residential in nature". The policy specifically stated that traffic calming measures will not be implemented on "arterial" or "residential collector" streets. Adams Mill Road is unique in the fact that half of the road, nearest to Brooks Road, is residential in nature, but the other half, closest to Ashmore Bridge Road, can be looked at as a residential collector road. If determined to be a residential collector, then Adams Mill Road is disqualified from any other traffic calming measures.
6. Lastly, Mr. Gilchrist has made a comment about the noise coming from traffic and how speed humps may potentially decrease that noise. In our experience with neighborhoods with speed humps, the noise will most likely increase due to vehicles braking and accelerating multiple times in between the current stop signs and potential speed humps.

In fact, our City's policy even has a note regarding the increase of noise for residents immediately adjacent to traffic calming devices.

7. Mr. Gilchrist has also allegedly spoken with Mr. Kurt Walters from Greenville County about speed humps being installed on Adams Mill Road. There are parts of Adams Mill Road that fall into Greenville County jurisdiction. I am not sure about the conversation content between Mr. Gilchrist and Mr. Walters, but I've also spoken to Mr. Walters, as well as looked up the official Greenville County Request Form for Speed Humps. Based on my conversation with Mr. Walters and a review of the Greenville form, Adams Mill Road does not qualify for speed humps due to the following reasons:

“Road must be classified residential (not collector)”

Road “must be entirely maintained by Greenville County”

85<sup>th</sup> Percentile Not Met (Greenville County requires 85<sup>th</sup> Percentile speed to be 9 mph over speed limit on road with over 800 vehicles per day)

Petition signed by 75% of residents on road, plus 25% of residents on each adjoining road, that must pass humps to access their home.

As stated before, Adams Mill Road does qualify for both Level 1 and Level 2 Traffic Calming Devices, and the City has already implemented Level 2 Traffic Calming in the form of additional signage. It is my recommendation that no further action be taken, until at least some time has passed for normal day-to-day traffic to adjust to the new signage, and at that point, for another formal study to be conducted.

End of Report



## **Neighborhood Traffic Calming Program**

# City of Mauldin

## Neighborhood Traffic Calming Program

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### **Overview**

This program provides a procedure for the City of Mauldin to use to when considering, evaluating, and implementing the placement of traffic calming devices on local (residential) streets within the city limits of Mauldin. Additionally, the program provides for proactive mechanisms to ensure roadway safety is provided city-wide.

For the purpose of this program, traffic calming refers to the use of any physical measures taken by the City of Mauldin (the “City”) that can result in a reduction of traffic speed and/or volume, thereby improving safety and livability for street users and residents. Traffic calming measures which make permanent physical changes to the roadway, are typically employed when passive controls (such as signage or speed limits) or administrative controls (e.g., enforcement) have proven to be ineffective.

Pursuant to the procedures of the program contained herein, the intent of the City is to work with neighborhood residents in order to identify various traffic concerns, conduct appropriate studies to substantiate traffic issues, develop criteria for prioritizing any attendant roadway projects, and implement solutions in order to address traffic safety concerns and lower traffic speeds.

While each residential request for traffic calming measures is investigated, the absence of a residential concern does not prohibit the City from proactively addressing any potential concerns on traffic safety as observed by city staff members.

The overall goal for this Program is to improve the safety of all road users and create more pleasant neighborhoods for the residents of Mauldin.

### **Program Objective**

The City of Mauldin will actively work with residents to assess the significance of traffic problems in their neighborhoods and determine what solutions may be appropriate to mitigate problems.

Through these cooperative efforts, the City of Mauldin desires to accomplish the following:

1. Improve the livability of neighborhoods by reducing the impact traffic has on residential areas;
2. Reduce the need for increased traffic enforcement in residential areas;
3. Promote safe conditions for motorists, bicyclists, and pedestrians on neighborhood streets;
4. Encourage citizen involvement in neighborhood traffic management activities;

5. Make efficient use of city resources by prioritizing neighborhood traffic management;
6. Effectively address the desire of calming neighborhood traffic while maintaining adequate emergency response access (e.g., Police Department, Fire Department, Emergency Vehicles) and reasonable routing for service vehicles (e.g., Public Works Department);
7. Minimize the need to divert traffic to other local streets.

Neighborhood traffic concerns generally relate to speeding, pedestrian and cyclist safety, cut-through traffic, accidents, and general livability. The City recognizes each neighborhood is unique and their issues vary. The procedures contained with this Program are designed to address the issues of traffic safety, speeding, and the volume of traffic within neighborhoods and residential areas.

### **Traffic Calming Measures**

There are two (2) Levels of traffic calming measures. The use of Levels allows for an accurate calming process with visible solutions to be implemented, while also allowing adaptability for specific problems such as neighborhood growth.

#### **Level 1: Safety Concerns**

Level 1 provides for traffic calming devices and programs that are implemented to improve traffic (e.g., motorists, cyclist, pedestrians) on the road through enforcement and education. Examples of level 1 traffic calming devices include but are not limited to the following:

<b>Level 1 Traffic Calming</b>	
Radar Trailer/Radar Signs	Police Traffic Enforcement
Parking Modifications	Turn Restrictions
Curb Markings	Pavement Marking
Signing Modifications	Traffic Signal Timing

Although, the traffic issues impacting roadways will be considered on a case-by-case basis, should the available Level 1 devices and programs prove to be inadequate in addressing the traffic concerns, Level 2 devices will be considered.

#### **Level 2: Speed and Traffic Volume Concerns**

Generally, Level 2 traffic calming devices and roadway design features are used to reduce traffic speeds and/or traffic volume within residential areas and neighborhoods. Level 2 devices are implemented only when Level 1 calming devices prove to be inadequate in addressing the traffic concerns.

To initiate Level 2 devices and features, City staff will conduct a formal traffic study of the area measuring speed and traffic volume. The traffic study will run for a minimum of seven consecutive days.



The thresholds below will be used during the traffic study and must be met to implement the Level 2 devices:

- 85<sup>th</sup> Percentile (most common)- The percentage of vehicles driving on the roadway traveling at speeds of 32mph or below or;
- 95<sup>th</sup> Percentile (least common)-The percentage of vehicles driving on the roadway traveling at speeds of 35mph or below. The 95<sup>th</sup> percentile would be used in cases where the concern is for the few drivers considerably exceeding the speed limit or;
- Street must carry more than 1,000 vehicles per seven-day period in regard to traffic volume.

Should the aforementioned thresholds be met, the following criteria will be considered prior to the installation of any Level 2 traffic calming measure.

1. Installation should not result in traffic diversion to other neighborhood streets.
2. At least 60% of the impacted property owners and 100% of the property owners within 100 feet of the proposed traffic calming device must support the installation.
3. Devices should be located a minimum of 25 feet from driveways, manholes, drain inlets, water valves, street monuments and other appurtenances.
4. Devices shall be located a minimum of 50 feet from hydrants.
5. Devices should only be installed where a minimum safe slowing or stopping can be achieved.
6. The City of Mauldin Fire and Police Departments must approve the traffic calming measure to ensure emergency response times or access are not negatively impacted.
7. Normal neighborhood traffic speed and or volumes are not seasonal or event driven.

Examples of Level 2 traffic calming devices could include:

Level 2 Traffic Calming Devices	
Speed Humps	Median Island
Median Barriers	Traffic Circle
Forced Turn Islands	One-Way Streets
Street Closures	Additional Signage

## Procedure

Below is the procedure to initiate the traffic calming process:

- Step 1. For an area to be considered for traffic calming, a petition (Appendix A) from the owners of properties on the affected street will verify the concern for speeding or traffic issues and their desire to move forward with calming measures. Those signing the petition certify they own property within the area impacted with problematic traffic. After receipt, the petition will be reviewed by city staff and the signatures will be verified for accuracy.
- Step 2. City staff will complete an initial evaluation of the request to determine if the area is eligible for participation in the City's Traffic Calming Program. The following criteria will be considered.
- a. The street(s) must be residential in nature:
    - The street is classified as a local "residential" street. The City will not implement traffic calming measures or conduct traffic calming studies on "arterial" or "residential collector" streets;
    - The street has no more than two (2) through travel lanes.
  - b. The street(s) must meet the following minimum traffic conditions:
    - Volume:

The location must have a minimum traffic volume of at least 1,000 vehicles per seven-day period.
    - In addition to the volume criteria, the location must also meet one of the following criteria:
      - i. The 85<sup>th</sup> percentile speed is exceeding the posted speed limit or;
      - ii. A large portion of traffic is assumed to be cut through (i.e. non-neighborhood) traffic.

- Step 3. If the criteria from the traffic study are met, the Mauldin Police Department will prioritize the area by assigning a score. This ensures areas with traffic concerns are being addressed as fairly as possible. Upon being prioritized and available for traffic calming attempts, the area of concern will have Level 1 traffic calming measures implemented.
- Step 4. After installation/implementation of Level 1 measures, contact shall be maintained between the neighborhood's original petitioner and the Mauldin Police Department to discuss any changes observed in neighborhood traffic. If contact is not maintained then it will be assumed the concern was addressed. Proactively, the Mauldin Police Department may still perform traffic studies without any additional request to gauge the effectiveness of the traffic calming device implemented and compare before and after traffic data.
- Step 5. If traffic concerns are still present after Level 1 traffic calming measures have proved to be ineffective, a formal traffic study will be conducted. Following the traffic study, if all the prior criteria are met and the 85<sup>th</sup> percentile speed is 7 miles per hour over the posted speed limit, then Level 2 traffic calming may be considered.
- Step 6. Although optional, neighborhood meetings are encouraged when considering the City's traffic calming levels. The meetings allow the residents of a neighborhood and the City to work together to find the best suited plan for traffic calming. Based on comments and concerns received from the meeting, city staff will develop suitable solutions for traffic calming in the area.
- Step 7. When a traffic calming plan is presented and agreed upon, it will be placed on a list for traffic calming devices requested and be sent to City Council for final approval. As with most decisions involving public infrastructure improvements the final approval of any traffic calming project will be determined by City Council.

## Traffic Calming Project Prioritization

All requests for traffic calming that have a traffic study resulting in the 85<sup>th</sup> percentile speed over the posted speed limit will be prioritized as outlined below. Installation of Level 2 traffic calming measures is based on the available financial resources of the City. The use of a project prioritization system provides an even playing field and transparency to residents throughout the traffic calming process.

Project prioritization will be based on a point system to develop a numerical score for each candidate area being considered for traffic calming measures. The prioritization criteria being studied include: speed, volume, schools, the proximity to pedestrian generators, collisions, and designation as a current or future pedestrian/bicycle route. Areas that score more points will be prioritized higher than areas with fewer points. Low ranking areas on the prioritization list are eligible for 10 years. Areas that do not move up the prioritization list after 10 years will be removed, after which the petition process and traffic study will have to be redone if traffic is still believed to be a concern.

The prioritization point system is as follows: (100 points possible)









1. **Speed** (40 points maximum): 5 points are assigned for every mile per hour (mph) the 85<sup>th</sup> percentile speed is above the speed limit on the street. The 85<sup>th</sup> percentile speed identifies the travel speed where 85% of the vehicles surveyed are traveling at or below that speed. The 85<sup>th</sup> percentile speed is commonly used as a benchmark when posting speed limits.
2. **Volume** (30 points maximum): 1 point is assigned on residential local streets for every 100 vehicles per day using the street.
3. **Schools** (10 points maximum): 5 points are given if a school is within ½ mile radius of the subject area; 10 points are given if a school is within ¼ mile radius of the subject area.
4. **Pedestrian Generators** (10 points maximum): 5 points are assigned if facilities such as libraries, parks, trails, bus stops, or playgrounds are located within ¼ miles radius of the subject area.
5. **Collisions** (10 points maximum): 2.5 points are assigned for each recorded crash within the subject area, not including intersections with arterial streets. 5 points given if the collision is an incapacitating injury or fatal injury crash. Crash data being considered is for the 3 calendar years prior to the year the petition was submitted.

**Budgeting and Final Implementation:** Once the final traffic calming project is developed, the project specifications and final cost estimates will be prepared by the City's Public Works Department. The cost of traffic calming will be incurred by the City of Mauldin.

- **Project Implementation:** After City Council approves the traffic calming project for construction, the construction of the project(s) will be scheduled as soon as practical and weather permits.
- **Evaluation Phase:** Communication between the neighborhood residents and the City of Mauldin shall be maintained following construction. If communication is not maintained it will be assumed the concern was addressed. The Mauldin Police Department may still perform traffic studies in the area after completion of any traffic calming project to determine effectiveness of work and gauge any change in traffic patterns.

## Possible Effects of Traffic Calming Devices

Traffic calming devices can potentially have negative impacts on neighborhoods. These possible traffic calming side effects should be taken into consideration when requesting traffic calming measures.

WHAT MAY BE AFFECTED		POTENTIAL EFFECT
	Emergency Vehicles	Increased response time
	Adjacent Neighborhoods	Increased traffic volume and speed
	Utility Vehicles (i.e. Public Works)	Increased route time
	Other Roadway Users (i.e. bicyclists, joggers, pedestrians, etc.)	Increased likelihood of an unintended negative impact in attempting to negotiate or circumvent the traffic calming device
	Residents Immediately Adjacent to the Traffic Calming Devices	Increased noise from vehicles braking and going over and around the traffic calming device(s)
	On-Street Vehicle Parking	Loss of on-street parking immediately around traffic calming device(s)
	Neighborhood	Traffic calming device may detract visually
	Aesthetics Future Maintenance Cost	Increased landscaping and street rehabilitation costs (e.g. pavement, pavement markings, or sign maintenance)

# Appendices

## Appendix A

### City of Mauldin Neighborhood Traffic Management Program Application/Petition

We the undersigned residents submit this Application due to our concerns about traffic along \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_

during the following times (select the worst time of day and if weekdays/weekends).

- |   |   |
|---|---|
| <input type="checkbox"/> Morning from 6am to 9am        | <input type="checkbox"/> Mid-day from 9am to 3pm                    |
| <input type="checkbox"/> Late Afternoon from 3pm to 6pm | <input type="checkbox"/> Evening from 6pm to 10pm                   |
| <input type="checkbox"/> Late night from 10pm to 6am    | <input type="checkbox"/> Weekdays <input type="checkbox"/> Weekends |

We believe the following factors / conditions may also contribute to a potentially unsafe condition along this segment of road:

- |   |                                      |   |
|---|--------------------------------------|---|
| <input type="checkbox"/> Young children present | <input type="checkbox"/> Near school | <input type="checkbox"/> Near school crossing |
| <input type="checkbox"/> Near playground        | <input type="checkbox"/> Steep hill  | <input type="checkbox"/> Sharp curve in road  |
| <input type="checkbox"/> Limited sight distance |                                      |   |
| <input type="checkbox"/> Other (describe):      |                                      |   |

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Please describe the nature of the neighborhood problem you are concerned with. You may attach additional sheets if necessary. *(Please print or type additional description sheets.)*

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Please list possible solutions to the problem you would like the City of Mauldin to consider:  
(Traffic calming examples are listed in the Neighborhood Traffic Calming Program)

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**The following person is the Point of Contact for this Application:**

*(Point of contact is responsible for distributing information to petition signers and to help arrange time and date notification for any community meetings.)*

Name (print): \_\_\_\_\_

Name (signature): \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Your request will be processed in the order in which it is received. An initial evaluation of the site will be conducted and a priority assigned to the location. A letter, phone call, or email will be sent to the Point of Contact indicating the evaluation findings, priority assigned to the application, and future actions to be taken. Petition must be signed by residential owners in the study area. Those signing the petition certify they own property in the impacted area and agree with the concerns described.

The Point of Contact will be responsible for distributing this information to the signers of the petition, and to arrange times and dates for any community meetings that may result should the installation of Level 2 traffic calming devices become an option. (attach pages as required for additional signatures)

	Printed Name	Signature	Address	Phone or Email
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

City of Mauldin  
 PO Box 249, 5 East Butler Road  
 Mauldin, SC 29662

# PUBLIC SAFETY COMMITTEE

## AGENDA ITEM SUMMARY

**MEETING DATE:** December 04, 2023

**AGENDA ITEM:** 4c

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**TO:** Public Safety Committee  
**FROM:** Chief George Miller  
**SUBJECT:** Traffic Study in Forrester Woods Estates

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### TRAFFIC STUDY REQUEST

MPD has been asked to conduct several traffic studies by the Forrester Woods Estates HOA for speeding vehicles over the last few years. In their most recent request, the HOA asked for stop signs to be installed along Sanderling Drive at Sanderling Lane and Starling Court. MPD has found through numerous speed studies that Sanderling Drive does not warrant additional traffic calming devices based upon the City's Traffic Calming Policy. Furthermore, the installation of stop signs would prevent the natural flow of traffic along Sanderling Drive, increase noise, and likely endure less compliance than properly installed signage. MPD is presenting the results of this study and decision to the Public Safety Committee for information only.

### HISTORY/BACKGROUND

The complaint by the Forrester Woods Estates HOA was for speeding vehicles in the neighborhood. Initially they requested that speed humps be put in the neighborhood, but did not receive the number of signatures needed on the petition. They then wanted stop signs and did get the number of signatures needed on that petition. A traffic study was done four (4) times since the beginning of 2021.

### ANALYSIS or STAFF FINDINGS

The Police Department since the beginning of 2021 has conducted four (4) traffic studies several weeks at a time. The first one was conducted with the speed trailer. The last three (3) were conducted with a new traffic counter that is able to be deployed outside of the roadway in a small box hung from a sign or tree. The last three studies, with the new equipment, show the average vehicle speed to be 23.77 mph, and the 85<sup>th</sup> percentile speed to be 28.63 mph. The volume of vehicles per day is normal for a neighborhood the size of Forrester Woods Estates.

### FINDINGS

It is the opinion of the Police Department and the studies that have been conducted in the Forrester Woods Estates, that by policy they do not qualify for Level 2 measures. Even though they have had several vehicles that traveled at high speeds there is no reason to impede the motoring traffic on the main drive through the neighborhood when they have stop signs on the side streets. MPD will continue to patrol the neighborhood for speeding at regular intervals as similar neighborhoods.

### ATTACHMENTS

Memo from Captain Hodrea breaking down and explaining all studies in Forrester Woods Estates. A copy of the policy on traffic calming that is given to all parties requesting a traffic study.



# Mauldin Police Department

P.O. Box 249

5 East Butler Road

Mauldin, S.C. 29662

George Miller, Chief of Police



**Phone (864) 289-8900**

**Fax (864) 289-8912**

**To: Chief G. Miller**

**From: Capt. E. Hodrea**

**Date: 09/29/2023**

**Subject: Traffic Calming Project – Sanderling Drive – 1<sup>st</sup> Report**

## **Mauldin Police Department – Traffic Calming Project – Sanderling Drive**

On June 24<sup>th</sup>, 2021, the city (Chief B. Turner) received an email from Mr. Jarrod Watts concerning an Application/Petition for the City's Neighborhood Traffic Management Program. It was dated "05/20/2021", and contained 11 signatures from Sanderling Drive, Sandpiper Lane, Starling Court, and Nightingale Lane. Several of these signatures were doubles, meaning two parties (i.e., husband and wife), would sign the petition twice from the same household. Mr. Watts' email indicated that his neighborhood was concerned with speeding traffic and would like a speed study done in order to "take the appropriate action to reduce speeding". I received the forwarded email from Mr. Watts on Aug. 19<sup>th</sup>, 2021, and emailed him back the same day to advise him that I would be placing the equipment (sign/speed trailer) out in the neighborhood in the near future.

On Oct. 1<sup>st</sup>, 2021, the speed trailer was deployed to Sanderling Drive at the corner of Sanderling Drive and Starling Court. The speed trailer was oriented in a way that it was facing the toward the entrance of the neighborhood (via Miller Road) and was collecting inbound and outbound traffic data on Sanderling Drive (See Attachment #1). The speed trailer remained deployed from Oct. 1<sup>st</sup> to Oct. 11<sup>th</sup>, and collected the following data:

Total Volume of Vehicles: **3671**

Average Volume per Day: **334**

Average Speed of Volume per Day: **17.93 mph**

85th Percentile Speed of Volume per Day: **23.33 mph**

Volume by Time Average (Busiest Time Traffic): **17:00-18:00 hours**

Volume by Day Average (Busiest Day for Traffic): **Friday**

Percentage of Volume going the Speed Limit (25mph) or Below: **3283 Vehicles out of 3671 or 89%**

Percentage of Volume going above the Speed Limit (26-30mph): **316 Vehicles out of 3671 or 9%**

Percentage of Volume going above the Speed Limit (31-Above): **72 out of 3671 or 2% - Highest speed recorded was 40mph**

This information was provided to Mr. Watts and Mrs. Kristi Smith on Feb. 17<sup>th</sup>, 2022. The email explained that due to the numbers gathered by the speed trailer, Sanderling Drive was not eligible for Level 1 Traffic Calming due to the 85<sup>th</sup> percentile speed not exceeding the posted speed limit and since traffic into the neighborhood is not assumed or considered to be “cut-through” traffic.

At some point after the Feb. 17<sup>th</sup> email, Chief Miller and I sat down and had a face-to-face meeting with Mr. Watts and Mrs. Smith regarding the data collected. A concern that was brought up about the data was the potential that the numbers were skewed due to the presence of the speed trailer potentially making drivers slow down. After this meeting, my primary contact became Mrs. Smith, and we communicated via email almost exclusively. We advised Mrs. Smith that we had plans to purchase a new piece of speed/traffic measuring equipment soon that would provide better data while remaining more discreet. While awaiting the new equipment, Mrs. Smith did inquire about the potential of adding additional stop signs on Sanderling Drive instead of speed humps, and I advised her that Stop Signs and Speed Humps both fall under Level 2 Traffic Calming Measures and would require the same amount of data to support the install for both.

After ordering and receiving our new speed/traffic measuring equipment in 2023, I received a new petition from Mrs. Smith on or around Apr. 4<sup>th</sup>, 2023. The new petition was for additional stop signs at the intersection of Sanderling Drive and Sanderling Lane, as well as Sanderling Drive and Sandpiper Lane. On Apr. 21<sup>st</sup>, 2023 I placed the new traffic counter at the intersection of Sanderling Drive and Sanderling Lane, facing inward toward the neighborhood to collect inbound and outbound traffic data on Sanderling Drive (See Attachment #2). The traffic counter remained deployed from Apr. 21<sup>st</sup> to May. 2<sup>nd</sup>, and the following data was collected from a 7-day period (Apr. 22<sup>nd</sup> to Apr. 28<sup>th</sup>):

Total Volume of Vehicles: **4236**

Average Volume per Day: **605**

Average Speed of Volume per Day: **25.26 mph**

85th Percentile Speed of Volume per Day: **29.61 mph**

Percentage of Volume going the Speed Limit (25mph) or Below: **2249 Vehicles out of 4236 or 53%**

Percentage of Volume going above the Speed Limit (26-30mph): **1383 Vehicles out of 4236 or 32%**

Percentage of Volume going above the Speed Limit (31-35mph): **517 out of 4236 or 12%**

Percentage of Volume going above the Speed Limit (36-40mph): **77 out of 4236 or 2%**

Percentage of Volume going above the Speed Limit (41mph and above): **10 out of 4236 or 00.2%**

After receiving the data and taking the traffic counter down from the previous location, I observed that I had incorrectly set the measurement parameters on the speed counter. With the older speed trailer, it could record speeds all the way down to 1mph, and the first speed study was able to measure speeds from 1mph up to 100mph. With the new equipment, I had used the factory measurement parameters, which only measure speeds from 11mph and higher. I advised Mrs. Smith of this error, which was to the benefit of the speed study having higher speeds, and I advised Mrs. Smith that I would be placing the traffic counter out at least two more times later in the year with the correct parameters.

On Sept. 1<sup>st</sup>, 2023, I placed the traffic counter back out at Sanderling Drive, near the intersection of Sanderling Drive and Starling Court, this time facing inbound toward the neighborhood and collecting inbound and outbound data on Sanderling Drive (See Attachment #3). This time the traffic counter was set with the correct parameters, measuring speeds all the way down to 5mph

(the minimum speed for this device). The traffic counter remained deployed from Sept. 1<sup>st</sup> to Sept. 11<sup>th</sup>, and the following data was collected from a 7-day period (Sept. 3<sup>rd</sup> to Sept. 9<sup>th</sup>):

Total Volume of Vehicles: **3600**

Average Volume per Day: **514.3**

Average Speed of Volume per Day: **24.14 mph**

85<sup>th</sup> Percentile Speed of Volume per Day: **29.52 mph**

Percentage of Volume going the Speed Limit (25mph) or Below: **2373 Vehicles out of 3600 or 66%**

Percentage of Volume going above the Speed Limit (26-30mph): **771 Vehicles out of 3600 or 21%**

Percentage of Volume going above the Speed Limit (31-35mph): **303 out of 3600 or 8%**

Percentage of Volume going above the Speed Limit (36-40mph): **129 out of 3600 or 4%**

Percentage of Volume going above the Speed Limit (41mph and above): **24 out of 3600 or 0.7%**

On Sept. 18<sup>th</sup>, 2023, I placed the traffic counter back out at Sanderling Drive, near the intersection of Sanderling Drive and Sandpiper Lane, this time facing outbound toward the neighborhood entrance and collecting inbound and outbound data on Sanderling Drive (See attachment #4). The traffic counter was set with the same correct parameters as before, measuring speeds down to 5mph. The traffic counter remained deployed from Sept. 18<sup>th</sup> to Sept. 27<sup>th</sup>, and the following data was collected from a 7-day period (Sept. 19<sup>th</sup> to Sept. 25<sup>th</sup>):

Total Volume of Vehicles: **3601**

Average Volume per Day: **514.4**

Average Speed of Volume per Day: **21.93 mph**

85<sup>th</sup> Percentile Speed of Volume per Day: **26.76 mph**

Percentage of Volume going the Speed Limit (25mph) or Below: **2820 Vehicles out of 3601 or 78%**

Percentage of Volume going above the Speed Limit (26-30mph): **576 out of 3601 or 16%**

Percentage of Volume going above the Speed Limit (31-35mph): **150 out of 3601 or 4%**

Percentage of Volume going above the Speed Limit (36-40mph): **44 out of 3601 or 1%** **Percentage of**

Volume going above the Speed Limit (41mph and above): **11 out of 3601 or 0.3%**

The last three speed studies reflect the most accurate numbers from multiple points on Sanderling Drive. When the data from the last three studies are combined, they constitute the final findings of the speed studies on Sanderling Drive. That average data is as follows:

Total Volume of Vehicles: **3812**

Average Volume per Day: **544.6**

Average Speed of Volume per Day: **23.77 mph**

85<sup>th</sup> Percentile Speed of Volume per Day: **28.63 mph**

Percentage of Volume going the Speed Limit (25mph) or Below: **2481 Vehicles out of 3812 or 65%**

Percentage of Volume going above the Speed Limit (26-30mph): **910 Vehicles out of 3812 or 24%**

Percentage of Volume going above the Speed Limit (31-35mph): **323 Vehicles out of 3812 or 8%**

Percentage of Volume going above the Speed Limit (36-40mph): **83 Vehicles out of 3812 or 2%**

Percentage of Volume going above the Speed Limit (41mph and above): **15 Vehicles out of 3812 or 0.4%.**

As the data shows, 65% of all vehicle traffic on Sanderling Drive is compliant with the current speed limit. 24% of all vehicle traffic falls under a “Low Risk” level of speeding that is 1 to 5 mph over the speed limit. When combined, the compliance level and “Low Risk” level show that 89% of all vehicles travelling up and down Sanderling Drive fall into this category. A “Medium Risk” level of speeding, 6 to 10 mph over the speed limit, was seen on Sanderling

Drive from 8% of vehicle traffic. Finally, 3% of all vehicle traffic was traveling at a “High Risk” level of speeding, of 11mph and over the speed limit.

Per the City’s Traffic Calming Policy, for Level 2 Traffic Calming devices to be considered, the 85<sup>th</sup> percentile speed needs to be 7 miles per hour over the posted speed limit, in this case, 32mph. With the data collected, specifically the 85<sup>th</sup> Percentile Speed being 28.63 mph, this does not support any Level 2 Traffic Calming devices to be installed on Sanderling Drive.

Furthermore, the volume of vehicles recorded throughout the process is in-line with traffic expectations of a neighborhood the size of Forrester Woods Estates. There are at least 86 homes inside the Forrester Woods Estates neighborhood. If we estimate that the average home has at least two vehicles per residence, that will place at least 172 vehicles inside the neighborhood that belong to residents. If each of the 172 vehicles leave their homes and come back, whether it be to and from school or work, then that would make 344 vehicles tallied by the traffic counter on a minimum daily basis. If half of these residents come back home for lunch, the vehicles tallied by the traffic counter would be 516 vehicles. Based on the traffic volume spikes between morning, lunch, and afternoon hours, it would be fair to assume that most of the traffic is neighborhood traffic.

End of Report

See Below for Attachments

Attachment #1

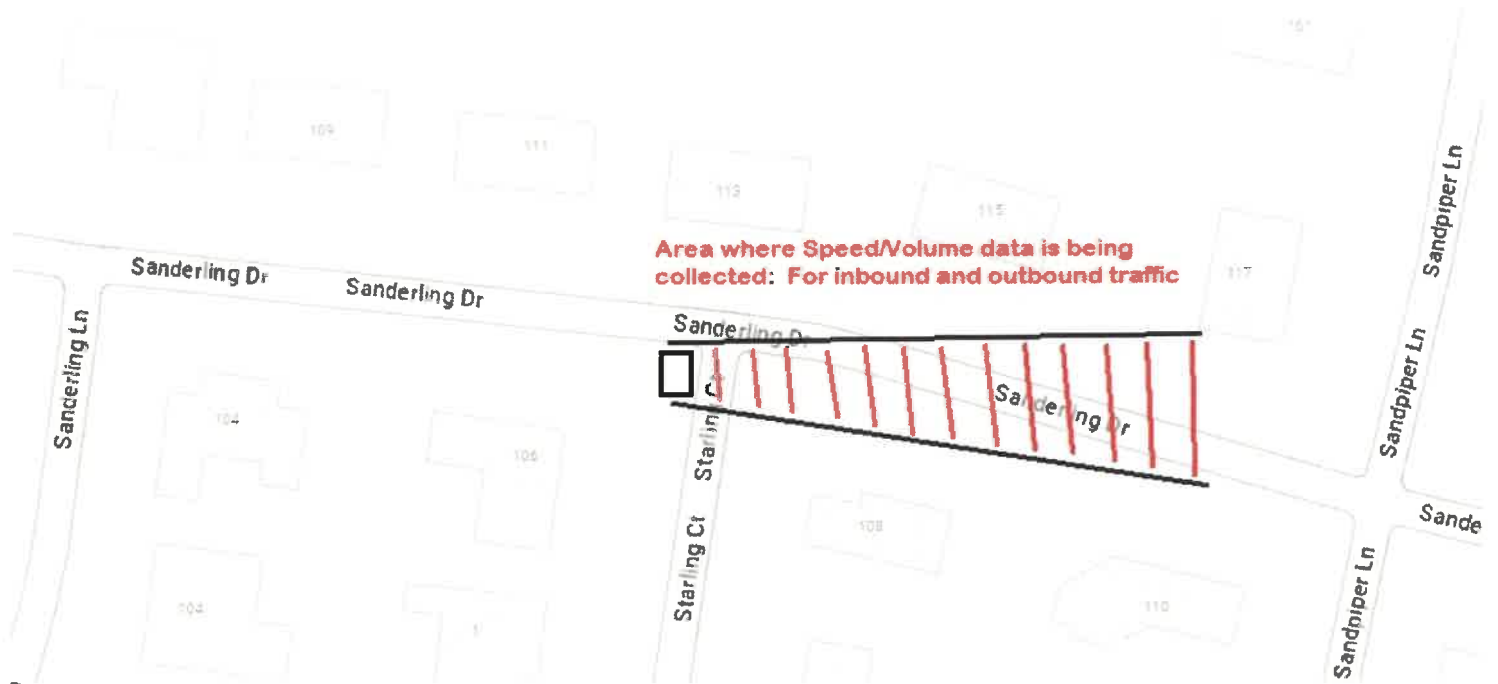


Attachment #2





### Attachment #3



### Attachment #4



# PUBLIC SAFETY COMMITTEE

## AGENDA ITEM SUMMARY

**MEETING DATE:** December 04, 2023  
**AGENDA ITEM:** 6a

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**TO:** Public Safety Committee  
**FROM:** George Miller  
**SUBJECT:** Axon Purchase

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### REQUEST

Public Safety Committee is asked to consider the mid-year purchase of Axon Tasers and Body Cameras for MPD which will replace outdated equipment and provide enhanced opportunities for officer safety and training. Staff had intended to present this replacement program as part of the FY2025 budget process, however, in discussing our plans with Axon representatives, they presented a mid-year option that would allow the City to take advantage of 2023 pricing before 2024 planned price increases.

### HISTORY/BACKGROUND

In brief, tasers used by MPD are old and difficult if not impossible to repair. The current issued tasers are more than 7 years old, must be deployed with a minimum distance interval, and are difficult to repair due to limited replacement components. In addition, due to limited, and expensive cartridges, MPD officers do not regularly deploy their tasers in training settings (live fire). Newer models, including the one proposed below, will allow MPD to regularly training in “live” and virtual settings to sharpen and test officer skillsets.

The body cameras used daily by MPD have constant issues with maintenance and reliability, and often lose video, do not record, or are damaged easily. The loss of video and not turning on to record can be a liability issue in the future for the City. Though many are still under warranty, Lt. Osborne regularly sends multiple cameras back to the manufacturer (Kustom) monthly for repairs or extract video. Currently, he has four (4) cameras that need to be sent back to the manufacturer for repairs.

In addition, MPD utilizes an officer simulator for training purposes. This simulator is woefully outdated and can only be utilized in one room at the police department. As part of the proposal below, MPD intends to replace the outdated training simulator with a virtual simulator that is maintained by Axon and will provide mobile capabilities. This new system is capable of providing a much more comprehensive and complete training environment for officers.

### ANALYSIS or STAFF FINDINGS

MPD reached out to Axon for a presentation and discussion regarding their body-worn cameras, tasers, and virtual training system. Axon offers a robust and comprehensive system that allows for full integration of cameras, tasers, user software, and training systems. MPD sought to implement a universal system with overlapping coverage and capabilities to enhance officer safety, improve training, and utilize a vendor approach to these critical tools. Axon offers MPD the ability to do the following:

- Replace all body-worn cameras (with spares) (Axon Body 4 Cameras)
- Replace all duty tasers (TASER 10)
- 3 Virtual Reality (VR) HTC Focus 3 Headsets (training apparatus)
- Halt Suit (for training purposes)

- Software suite (Evidence.com)
  - Unlimited storage
  - Redaction Studio
  - Auto tagging license, transcription, etc.
  - Device analytics
  - Respond+ for GPS Location of Officers
- Warranties and Equipment Refresh
  - Technology Assurance Plan (5 year warranty), new cameras at 2.5 and 5 years
  - Inert cartridges for Muscle Memory training
  - Unlimited duty cartridge replenishments throughout contract

After the presentation they set up a date to have some of their instructors come in and let us do a test wear with some of the proposed gear. They instructed the officers on how to use the cameras and issued them Tasers. The wear test has been great. The officers have given the equipment rave reviews. Some of the advantages of this purchase is that the new Tasers will reach 40 feet as where the ones we currently have will only reach about 24 feet. With the new distance on the Taser, it will greatly improve the distance between the officer and the suspect where if the ones we have now the suspect has to be at least 16 feet closer to the officer before it can be deployed.

An additional feature included in this package that will enhance body-worn camera utilization is a wireless capability to activate cameras when the Taser or gun is removed from the holster. This system will send out a Bluetooth pulse that will automatically initialize all Axon cameras (ours or others) within out about a 30 foot radius. This allows everyone to keep their eyes on the subject without having to look away to cut on their cameras.

There is also two (2) VR headsets and a spare that comes with the package that allows officers to do the simulator anywhere and does not have to be done in the training room at the police department.

The system also has a program for documenting Uses of Force and Vehicle Chases, that is updated anytime one is entered. Currently Lt. Osborne is in charge of keeping the statistics, but has to do it manually so when he does the break down and provide the analysis, it takes weeks to go in individually to complete this task.

The Axon software (Evidence.com) also has the ability for users to go in and blur out faces of officers, victims, juveniles, MDTs, license plates as well as the reflection of faces in windows, and not have to send it off and have it professionally done.

Every 2 ½ years we send our cameras back and Axon replaces them as part of this agreement. If there is a newer version of the camera, they will send that version and it will not cost anything. Currently the officers are wear testing the Axon 3 Body Camera. If we go through this purchase when we receive the cameras on the contract, we will be getting the Axon 4, since it was released while we were wear testing.

The quality of video is clear and it uses AI to clear up faces in darker areas. We have experienced no malfunctions with any of the cameras in the approximately three (3) months we have been testing the equipment. The ones we currently have from Kustom started experiencing malfunctions within weeks of getting them, causing possibilities for liability for the city, department and the officers. The Axon equipment gives the officers safer feelings, knowing that their equipment is working.

---

**FISCAL IMPACT**

The purchase of hardware and software from Axon, as proposed, would be conducted over a five-year period. To take advantage of current pricing, Axon representatives have provided a cost breakdown with an initial mid-year payment and then five additional follow-on payments. The payment breakdown is as follows:

Feb 2024 (mid-year):	\$65,969.93
July 2024 (FY2025):	\$197,406.20
July 2025 (FY2026):	\$229,542.22
July 2026 (FY2027):	\$229,542.22
July 2027 (FY2028):	\$229,542.22
July 2028 (FY2029):	<u>\$229,541.85</u>
	\$1,181,544.64

Staff believes that the mid-year payment can be made from unutilized ARPA funds from previously authorized purchases. Going forward, MPD will allocate the annual appropriation in its Contracts & Services budget.

The acquisition of Axon body-worn cameras and software has been done on the basis of Sole Source procurement. Axon is considered the gold standard for body-worn cameras, tasers and other equipment. A sole source justification exists because the intended goods to be purchased and licensed to satisfy our needs are only manufactured and available for purchase from Axon Enterprise.

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**RECOMMENDATION**

Staff recommends that we proceed with the purchase of the Axon Officer Safety Package as presented.

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**ATTACHMENTS**

A copy of the Axon Quote  
Axon Sole Source Justification

## OFFICER SAFETY PLAN 10+ PREMIUM SUMMARY

Mauldin Police Department

---

Axon Enterprise, Inc.  
17800 North 85<sup>th</sup> Street  
Scottsdale, AZ 85255  
Phone: 1-800-978-2737

Main Contacts:

Rob Marangelo  
(480)-613-7726  
[rmarangelo@axon.com](mailto:rmarangelo@axon.com)



Axon's Officer Safety Plan 10+ Premium (OSP10+ Premium) package bundles hardware, software, accessories, training programs, equipment refreshes, and warranties together, to help equip your officers with the solutions they need to stay safe.

Axon represents the entire network of devices, applications, and people that is revolutionizing public safety around the world. Our mission is to protect life. Our technologies give law enforcement the confidence, focus, and time they need to keep their communities safe. Today, our CEWs are in use in more than 18,000 agencies globally and our other Axon family of products are in use by more than 6,000 agencies. Our suite of connected products from body cameras to evidence management, has given police agencies the flexibility and the versatility to operate with increased transparency and efficiency.

Mauldin Police Department and Axon Enterprise, Inc. (Axon) will be partnering to deliver a Conducted Electrical Weapon (CEW) and Body Worn Camera (BWC) program. Our goal is to deliver predictable annual spend, and the best technology in order to reduce your agency's liability while increasing your agency's efficiency and most importantly, safety.

**Logistical Details:** 30-60 Days - Signed Quote to Delivery of Hardware.

**Next Steps:**

Paperwork we need the agency to sign:

- Quote

**Timeline:**

Typical implementation for the entire solution is between 2-3 months.

A message from our CEO and founder Rick Smith

**WHERE DO WE GO FROM HERE?**

<https://www.axon.com/news/where-do-we-go-from-here>

The solution created for the Mauldin Police Department includes:

**Hardware:**

- (64) Axon Body 4 Cameras
- (71) Magnet Mounts
- (8) 8-Bay Docks for Charging and Evidence Offload with associated wall mounts
- (71) USB-C Cables for Alternative Charging Method
- (54) Signal Sidearm Units
  - (108) Signal Sidearm Batteries
- (40) TASER 10
- (1) TASER 10 Charging Docks with associated wall mounts
- (40) TASER 10 SafariLand Holsters
- (1) Halt Suit
- (1) TASER 10 Conductive Ruggedized Target with Frame
- TASER 10 Cartridges
- (3) Virtual Reality (VR) HTC Focus 3 Headsets
- (2) VR Tablets + Travel Cases
- (2) VR Tactical Bag
- (2) VR TASER 10 Controller
- (2) VR Sidearm Controller + Holster
- Spares:
  - (2) Axon Body 4 Cameras
  - (1) TASER 10

**Software**

Complete your case with a powerful case management experience, including bulk actions, access controls, and automated suggestions. And save time with efficiency tools like redaction studio, streamlined categorizing, tagging, and case building.

- (54) Professional Evidence.com Licenses
  - Multi-Cam Playback, Redaction Studio (With AI Redaction Capabilities), and Device Analytics for Ever User
  - Unlimited Storage for Every User in Evidence.com
- (54) Respond+ Licenses for GPS Location of Officers, Livestreaming while Actively Recording as well as Priority Evidence Offloading from your Body 3
- (54) Auto Tagging License
- (54) Auto Transcription/Dictation Licenses
- (54) Performance Licenses
- (54) Citizens for Communities Licenses
- (54) Redaction Assistant Licenses
- (54) Axon Investigate Licenses
- Unlimited 3<sup>rd</sup> Party Video Storage
- (54) Virtual Reality Licenses
- (67) Standards Licenses



**Warranties and Equipment Refresh:**

Automatic refresh every 2.5 years for Body Cameras. Minimizing the chance that an officer goes on duty without a camera, includes on-site spare units, as well as an extended warranty at no additional cost through the life of the agreement. Not only protecting your agency today but ensuring it will stay protected in the future.

- Technology Assurance Plan (TAP)
  - 5 Year “No Questions Asked” Warranty on All Body Worn Cameras and Docks
  - (54) of the Latest Cameras at Year 2.5 and Year 5
  - All New BWC Docking Stations with Each Camera Refresh
- Hook and Loop Cartridges (HALT) in Year 3 for Each User
- Inert Cartridges for Muscle Memory training
- Unlimited Duty Cartridge Replenishments throughout entire contract term

**Axon Professional Services:**

Axon’s Professional Services help introduce our technologies to agencies with the right training and implementation support.

- On-site Configuration of Evidence.com and all Devices and Docks
- On-site System Admin and End User training
- Installation of Auto Tagging/Performance Licenses
- TASER 10 Instructor Course Voucher – Master and Basic Instructors
- On-site Virtual Reality Configuration and Training

**Program Products & Features:****Axon Body 4**

Axon Body 4 isn’t just a camera: it’s a rugged communications beacon front-and-center on every call. Featuring our new Axon Aware technology and an LTE connection that enables real-time features like GPS; Body 4 empowers officers with more support in the moment. Coupled with enhanced low-light performance and reduced motion blur, that means clearer evidence in the now, more efficient AI-powered processes after the fact, and most importantly, safer communities in the long run.

**What is TAP?**

The Technology Assurance Plan (TAP) is a service plan that combines warranty coverage on your Axon body cameras with automatic refresh units every 2.5 years. Minimizing the chance that an officer goes on duty without a camera, TAP includes on-site spare units, as well as an extended warranty at no additional cost through the life of the agreement. TAP not only protects your agency today—it ensures it will stay protected in the future.

**Evidence.com**

Axon Evidence is a scalable, cloud-based system that consolidates all of your digital files, making them easy to manage, access, and share. Now you can also know your evidence is securely stored in Microsoft Azure’s Government cloud, and that any activity is captured in audit trails to ensure chain of custody and evidence authenticity.



**Axon Respond+**

Axon Respond+ is a real-time operations platform which integrates real-time situational awareness and unified communications within a modern incident management solution. Harnessing data from sensors in the field, public safety agencies are empowered to know before it's voiced and rapidly coordinate responses with a unified communications platform. This drives faster response times, safer officers and communities as well as the optimal deployment of limited resources.

**Axon Redaction Assistant**

Redaction Assistant is a powerful add-on to the Evidence.com Redaction Studio. Redaction Assistant speeds up the redaction process by automating redactions for common objects like faces, license plates, and video screens (e.g., MDT screens). Audio redaction can now automate word redacting throughout a recording.

**Axon Community Request**

Axon Community Request allows agencies to engage the community in efforts to investigate crimes and preserve public safety. Agencies can launch public portals from Evidence.com to collect digital evidence submissions from members of the public, those submissions are screened for viruses and categorized automatically, so agencies can review potential evidence files safely and quickly.

**Auto Tagging**

Auto-tagging takes information from your computer-aided dispatch and records management system and ties it to your videos on Axon Evidence. Auto-tagging automatically tags incident ID, category, location and other tags to videos automatically. It avoids the misspellings and incomplete information of manual entry. Auto-tagging requires minimal involvement from agency IT staff and no need to involve CAD or RMS providers. Having this feature saves about \$200 per officer per month in productivity costs.

**Axon Performance**

Axon Performance is designed to reduce the amount of time field supervisors spend reviewing compliance with agency policies and programs. With Axon Performance, agencies streamline the supervisor review and enable supervisors to deliver tailored personnel training and feedback to ensure that teams are operating within agency guidelines and policies.

**TASER 10**

Our continued dedication to the TASER CEW, successful endeavors into other areas of connected law enforcement technologies, and close partnerships with thousands of agencies have informed the development of TASER 10 – the most effective and intelligent TASER yet. TASER 10 is designed to give officers the confidence to de-escalate dangerous situations with new components, technology, and features that include:

- Increased distance of up to 45ft (more than double that of legacy TASER weapons)
- 10 Individually targeted Probes which creates 9 opportunities for NMI. Especially useful in stressful situations
- Any probe connect, which limits ineffective deployments that happen due to missing the bottom probe, loose or thick clothing, or limited probe spread
- Warning alert (no drive stun capability) which allows to gain compliance without deploying cartridges
- Low Voltage Weapon which makes it much less likely to ignite flammables

- Built in accelerometer to help track when the device is unholstered and pointed at subjects, helping with automated Response to Resistance reporting & successfully de-escalating situations without deploying probes

TASER 10 features wireless connectivity to Axon applications. This connectivity improves and automates workflows, so officers can focus on policing. The platform uses removable, rechargeable batteries and utilizes a “Dock and Walk” workflow, similar to that used by Axon body-worn cameras. The platform has improved armory and administrative functions with Evidence.com and Axon Device Manager through a connected mobile application, allowing agencies to more easily manage device assignments, plus better search functionality and device status reporting to assist with inventory management and tracking.

**Increased connectivity makes the TASER system faster and more efficient. These elegant automations can help reduce the administrative time devoted to an agency’s TASER program by as much as 75%.**

#### **Axon Signal Sidearm**

The OSP 10+ package includes Axon Signal Sidearm – a smart sensor that attaches to an officer’s holster. The Signal Sidearm sensor uses Axon Signal technology to trigger Axon body-worn cameras within range to start recording automatically when an officer’s weapon is drawn.

#### **Axon Investigate**

Axon’s Investigate is a digital forensic software used for building demonstratives in court and helping prove the authenticity of video files, so they can be played back in its original file format.

#### **Axon Standards**

Axon Standards is our use of force reporting software that leverages the connected devices from Axon (Body 3 or 4 cameras & TASER 10) to pre-populate data that are used for creating internal affairs investigations. This also tracks TASER 10 effectiveness when gaining compliance without deploying the weapon using the built-in accelerometer. Axon Standards Licenses are included in all OSP10 packages, but additional Professional Services fees will need to be scoped.

#### **Axon Records**

The OSP10 Premium package includes a free five-year license for Axon Records for every OSP10+ or OSP10 Premium license purchased, but additional Professional Services fees will need to be scoped.

#### **Axon Virtual Reality Training**

Axon VR Training prepares officers for complex, real-world situations through immersive training that enhances performance, critical thinking and de-escalation skills. Developed in partnership with a cross-disciplinary network of first responders, subject matter experts and community leaders, Axon’s expansive content library integrates with state-of-the-art technology and can be used anytime, anywhere.

#### **Professional Services**

Axon’s Starter Package will help introduce our technologies to your agency with the right training and implementation support. The Professional Services team will assist in the hardware and software setup your new Axon Body Worn Camera program.



### **The Axon Customer Success Manager**

Whenever you purchase an Axon product, we want to ensure that it's easy to use and providing value to your agency. That's why we assign our customers a single point of contact to ensure you always have the tools and information you need.

Non-Binding Budgetary Estimate

Axon Enterprise, Inc.  
17800 N 85th St.  
Scottsdale, Arizona 85255  
United States  
VAT: 86-0741227  
Domestic: (800) 978-2737  
International: +1.800.978.2737



Q-522907-45257.833RM  
Issued: 11/27/2023  
Quote Expiration: 12/29/2023  
Estimated Contract Start Date: 03/01/2024  
Account Number: 145461  
Payment Terms: N30  
Delivery Method:

SHIP TO	BILL TO
Business:Delivery;Invoice-5 E Butler Rd 5 E Butler Rd Mauldin, SC 29662-2401 USA	Mauldin Police Dept. - SC 5 E Butler Rd Mauldin SC 29662-2401 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rob Marangelo Phone: Email: rmarangelo@axon.com Fax:	Charles Osborne Phone: (864) 289-8952 Email: cosborne@mauldinpolice.com Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	\$1,117,573.04
ESTIMATED TOTAL W/ TAX	\$1,181,544.64

Discount Summary

Average Savings Per Year	\$44,325.09
TOTAL SAVINGS	\$221,625.44

Payment Summary

Date	Subtotal	Tax	Total
Feb 2024	\$63,511.12	\$2,458.81	\$65,969.93
Jul 2024	\$186,521.24	\$10,884.96	\$197,406.20
Jul 2025	\$216,885.17	\$12,657.05	\$229,542.22
Jul 2026	\$216,885.17	\$12,657.05	\$229,542.22
Jul 2027	\$216,885.17	\$12,657.05	\$229,542.22
Jul 2028	\$216,885.17	\$12,656.68	\$229,541.85
Total	\$1,117,573.04	\$63,971.60	\$1,181,544.64

Quote Unbundled Price: \$1,339,198.48  
 Quote List Price: \$1,180,653.88  
 Quote Subtotal: \$1,117,573.04

## Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
<b>Program</b>									
BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	60	\$70.49	\$34.66	\$34.66	\$2,079.60	\$124.78	\$2,204.38
Unlim10 Prem	Unlimited10 Premium Bundle	14	60	\$301.43	\$259.98	\$259.98	\$218,383.20	\$10,024.04	\$228,407.24
C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	60	\$28.50	\$27.08	\$27.08	\$22,747.20	\$2,469.06	\$25,216.26
OSP10 Prem	Officer Safety Plan 10 Premium	40	60	\$374.06	\$323.90	\$323.90	\$777,360.00	\$50,242.03	\$827,602.03
<b>A la Carte Hardware</b>									
H00002	AB4 Multi Bay Dock Bundle	8	60		\$1,638.90	\$3.98	\$1,911.20	\$114.67	\$2,025.87
H00001	AB4 Camera Bundle	64	60		\$849.00	\$2.48	\$9,536.00	\$572.16	\$10,108.16
<b>A la Carte Software</b>									
73893	STANDARDS LICENSE, NON-SWORN	13	51		\$5.34	\$5.34	\$3,540.42	\$212.43	\$3,752.85
73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	51		\$16.02	\$5.34	\$3,540.42	\$212.43	\$3,752.85
<b>A la Carte Services</b>									
20379	VR 1-DAY SERVICE	1			\$4,950.00	\$4,950.00	\$4,950.00	\$0.00	\$4,950.00
85149	CEW 2 DAY PRODUCT SPECIFIC INSTRUCTOR COURSE	1			\$6,800.00	\$6,800.00	\$6,800.00	\$0.00	\$6,800.00
85147	CEW STARTER	1			\$9,950.00	\$9,950.00	\$9,950.00	\$0.00	\$9,950.00
85055	AXON FULL SERVICE	1			\$26,775.00	\$26,775.00	\$26,775.00	\$0.00	\$26,775.00
73896	STANDARDS IMPLEMENTATION SERVICE	1			\$30,000.00	\$30,000.00	\$30,000.00	\$0.00	\$30,000.00
<b>Total</b>							<b>\$1,117,573.04</b>	<b>\$63,971.60</b>	<b>\$1,181,544.64</b>



Firearms and Ammunition Excise Tax

Item	Description	Taxable Amount	FAET Rate	FAET Amount
100399	TASER 10 LIVE CARTRIDGE	\$2,793.00	11.00%	\$307.23
100399	TASER 10 LIVE CARTRIDGE	\$598.50	11.00%	\$65.84
100399	TASER 10 LIVE CARTRIDGE	\$598.50	11.00%	\$65.84
100399	TASER 10 LIVE CARTRIDGE	\$598.50	11.00%	\$65.84
100399	TASER 10 LIVE CARTRIDGE	\$598.50	11.00%	\$65.84
100751	TASER 10 DUTY CARTRIDGE REPLACEMENT ACCESS PROGRAM	\$4,852.68	11.00%	\$533.79
100390	TASER 10 HANDLE, YLW, CLASS 3R	\$74,468.40	10.00%	\$7,446.84
100399	TASER 10 LIVE CARTRIDGE	\$14,544.00	11.00%	\$1,599.84
20018	TASER BATTERY PACK, TACTICAL	\$3,398.00	10.00%	\$339.80
100393	TASER 10 LIVE DUTY MAGAZINE BLACK	\$5,195.60	10.00%	\$519.56
100390	TASER 10 HANDLE, YLW, CLASS 3R	\$1,861.71	10.00%	\$186.17
20018	TASER BATTERY PACK, TACTICAL	\$84.95	10.00%	\$8.50
100393	TASER 10 LIVE DUTY MAGAZINE BLACK	\$129.89	10.00%	\$12.99
100751	TASER 10 DUTY CARTRIDGE REPLACEMENT ACCESS PROGRAM	\$12,635.20	11.00%	\$1,389.87
100399	TASER 10 LIVE CARTRIDGE	\$1,454.40	11.00%	\$159.98
100399	TASER 10 LIVE CARTRIDGE	\$1,454.40	11.00%	\$159.98
100399	TASER 10 LIVE CARTRIDGE	\$1,454.40	11.00%	\$159.98
100399	TASER 10 LIVE CARTRIDGE	\$1,454.40	11.00%	\$159.98
Total				\$13,247.87

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
AB4 Camera Bundle	100147	AXON BODY 4 - NA - US FIRST RESPONDER - BLK - RAPIDLOCK	64	02/01/2024
AB4 Camera Bundle	100147	AXON BODY 4 - NA - US FIRST RESPONDER - BLK - RAPIDLOCK	2	02/01/2024
AB4 Camera Bundle	100466	USB-C to USB-C CABLE FOR AB4	71	02/01/2024
AB4 Camera Bundle	11507	MOLLE MOUNT, SINGLE, AXON RAPIDLOCK	71	02/01/2024
AB4 Multi Bay Dock Bundle	100206	AXON BODY 4 - 8 BAY DOCK	8	02/01/2024
AB4 Multi Bay Dock Bundle	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	8	02/01/2024
AB4 Multi Bay Dock Bundle	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	8	02/01/2024
Officer Safety Plan 10 Premium	100126	AXON VR TACTICAL BAG	1	02/01/2024
Officer Safety Plan 10 Premium	100390	TASER 10 HANDLE, YLW, CLASS 3R	40	02/01/2024
Officer Safety Plan 10 Premium	100390	TASER 10 HANDLE, YLW, CLASS 3R	1	02/01/2024
Officer Safety Plan 10 Premium	100393	TASER 10 LIVE DUTY MAGAZINE BLACK	40	02/01/2024
Officer Safety Plan 10 Premium	100393	TASER 10 LIVE DUTY MAGAZINE BLACK	1	02/01/2024
Officer Safety Plan 10 Premium	100394	TASER 10 HALT TRN MAGAZINE BLUE (HOOK-AND-LOOP-TRAINING)	2	02/01/2024
Officer Safety Plan 10 Premium	100395	TASER 10 LIVE TRAINING MAGAZINE PURPLE	2	02/01/2024

# Non-Binding Budgetary Estimate

## Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
Officer Safety Plan 10 Premium	100396	TASER 10 INERT MAGAZINE RED	2	02/01/2024
Officer Safety Plan 10 Premium	100399	TASER 10 LIVE CARTRIDGE	800	02/01/2024
Officer Safety Plan 10 Premium	100400	TASER 10 HALT CARTRIDGE	240	02/01/2024
Officer Safety Plan 10 Premium	100401	TASER 10 INERT CARTRIDGE	16	02/01/2024
Officer Safety Plan 10 Premium	100611	TASER 10 SAFARILAND HOLSTER, RH	40	02/01/2024
Officer Safety Plan 10 Premium	100623	ENHANCED HOOK-AND-LOOP TRAINING (HALT) SUIT (V2)	1	02/01/2024
Officer Safety Plan 10 Premium	100681	SIGNAL SIDEARM, SENSOR ONLY	40	02/01/2024
Officer Safety Plan 10 Premium	100748	TASER 10 VR CONTROLLER	1	02/01/2024
Officer Safety Plan 10 Premium	100862	VR - PLACEHOLDER - SIDEARM CONTROLLER	1	02/01/2024
Officer Safety Plan 10 Premium	100920	VR - PLACEHOLDER - SIDEARM CONTROLLER HOLSTER	1	02/01/2024
Officer Safety Plan 10 Premium	100921	VR - PLACEHOLDER - HOLSTER T10 CONTROLLER	1	02/01/2024
Officer Safety Plan 10 Premium	20018	TASER BATTERY PACK, TACTICAL	40	02/01/2024
Officer Safety Plan 10 Premium	20018	TASER BATTERY PACK, TACTICAL	7	02/01/2024
Officer Safety Plan 10 Premium	20018	TASER BATTERY PACK, TACTICAL	1	02/01/2024
Officer Safety Plan 10 Premium	20296	VR TABLET	1	02/01/2024
Officer Safety Plan 10 Premium	20297	VR TABLET CASE	1	02/01/2024
Officer Safety Plan 10 Premium	20378	HTC FOCUS 3 VR HEADSET	2	02/01/2024
Officer Safety Plan 10 Premium	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	1	02/01/2024
Officer Safety Plan 10 Premium	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	1	02/01/2024
Officer Safety Plan 10 Premium	71044	BATTERY, SIGNAL SIDEARM, CR2430 SINGLE PACK	80	02/01/2024
Officer Safety Plan 10 Premium	74200	TASER 6-BAY DOCK AND CORE	1	02/01/2024
Officer Safety Plan 10 Premium	80087	TASER TARGET, CONDUCTIVE, PROFESSIONAL (RUGGEDIZED)	1	02/01/2024
Officer Safety Plan 10 Premium	80090	TARGET FRAME, PROFESSIONAL, 27.5 IN. X 75 IN., TASER 7	1	02/01/2024
T10 CERTIFICATION ADD-ON BUNDLE	100399	TASER 10 LIVE CARTRIDGE	140	02/01/2024
T10 CERTIFICATION ADD-ON BUNDLE	100400	TASER 10 HALT CARTRIDGE	90	02/01/2024
Unlimited10 Premium Bundle	100126	AXON VR TACTICAL BAG	1	02/01/2024
Unlimited10 Premium Bundle	100681	SIGNAL SIDEARM, SENSOR ONLY	14	02/01/2024
Unlimited10 Premium Bundle	100748	TASER 10 VR CONTROLLER	1	02/01/2024
Unlimited10 Premium Bundle	100862	VR - PLACEHOLDER - SIDEARM CONTROLLER	1	02/01/2024
Unlimited10 Premium Bundle	100920	VR - PLACEHOLDER - SIDEARM CONTROLLER HOLSTER	1	02/01/2024
Unlimited10 Premium Bundle	100921	VR - PLACEHOLDER - HOLSTER T10 CONTROLLER	1	02/01/2024
Unlimited10 Premium Bundle	20296	VR TABLET	1	02/01/2024
Unlimited10 Premium Bundle	20297	VR TABLET CASE	1	02/01/2024
Unlimited10 Premium Bundle	20378	HTC FOCUS 3 VR HEADSET	1	02/01/2024
Officer Safety Plan 10 Premium	71044	BATTERY, SIGNAL SIDEARM, CR2430 SINGLE PACK	28	02/01/2024
Officer Safety Plan 10 Premium	100399	TASER 10 LIVE CARTRIDGE	80	02/01/2025
Officer Safety Plan 10 Premium	100400	TASER 10 HALT CARTRIDGE	240	02/01/2025
T10 CERTIFICATION ADD-ON BUNDLE	100399	TASER 10 LIVE CARTRIDGE	30	02/01/2025
T10 CERTIFICATION ADD-ON BUNDLE	100400	TASER 10 HALT CARTRIDGE	80	02/01/2025
Officer Safety Plan 10 Premium	100399	TASER 10 LIVE CARTRIDGE	80	02/01/2026
Officer Safety Plan 10 Premium	100400	TASER 10 HALT CARTRIDGE	240	02/01/2026
T10 CERTIFICATION ADD-ON BUNDLE	100399	TASER 10 LIVE CARTRIDGE	30	02/01/2026
T10 CERTIFICATION ADD-ON BUNDLE	100400	TASER 10 HALT CARTRIDGE	90	02/01/2026
Body Worn Camera Multi-Bay Dock TAP Bundle	73689	MULTI-BAY BWC DOCK 1ST REFRESH	1	08/01/2026
Officer Safety Plan 10 Premium	100210	VIRTUAL REALITY TABLET REFRESH ONE	1	08/01/2026
Officer Safety Plan 10 Premium	20373	VIRTUAL REALITY HEADSET REFRESH ONE	2	08/01/2026
Officer Safety Plan 10 Premium	73309	AXON CAMERA REFRESH ONE	41	08/01/2026

# Non-Binding Budgetary Estimate

## Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
Officer Safety Plan 10 Premium	73689	MULTI-BAY BWC DOCK 1ST REFRESH	5	08/01/2026
Unlimited10 Premium Bundle	100210	VIRTUAL REALITY TABLET REFRESH ONE	1	08/01/2026
Unlimited10 Premium Bundle	20373	VIRTUAL REALITY HEADSET REFRESH ONE	1	08/01/2026
Unlimited10 Premium Bundle	73309	AXON CAMERA REFRESH ONE	14	08/01/2026
Unlimited10 Premium Bundle	73689	MULTI-BAY BWC DOCK 1ST REFRESH	2	08/01/2026
Officer Safety Plan 10 Premium	100399	TASER 10 LIVE CARTRIDGE	80	02/01/2027
Officer Safety Plan 10 Premium	100400	TASER 10 HALT CARTRIDGE	240	02/01/2027
T10 CERTIFICATION ADD-ON BUNDLE	100399	TASER 10 LIVE CARTRIDGE	30	02/01/2027
T10 CERTIFICATION ADD-ON BUNDLE	100400	TASER 10 HALT CARTRIDGE	80	02/01/2027
Officer Safety Plan 10 Premium	100399	TASER 10 LIVE CARTRIDGE	80	02/01/2028
Officer Safety Plan 10 Premium	100400	TASER 10 HALT CARTRIDGE	240	02/01/2028
T10 CERTIFICATION ADD-ON BUNDLE	100399	TASER 10 LIVE CARTRIDGE	30	02/01/2028
T10 CERTIFICATION ADD-ON BUNDLE	100400	TASER 10 HALT CARTRIDGE	80	02/01/2028
Body Worn Camera Multi-Bay Dock TAP Bundle	73688	MULTI-BAY BWC DOCK 2ND REFRESH	1	02/01/2029
Officer Safety Plan 10 Premium	73310	AXON CAMERA REFRESH TWO	41	02/01/2029
Officer Safety Plan 10 Premium	73688	MULTI-BAY BWC DOCK 2ND REFRESH	5	02/01/2029
Unlimited10 Premium Bundle	73310	AXON CAMERA REFRESH TWO	14	02/01/2029
Unlimited10 Premium Bundle	73688	MULTI-BAY BWC DOCK 2ND REFRESH	2	02/01/2029

## Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Officer Safety Plan 10 Premium	100165	UNLIMITED 3RD-PARTY STORAGE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	100590	MY90 LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	20248	TASER 7 EVIDENCE.COM LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	20248	TASER 7 EVIDENCE.COM LICENSE	1	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	20370	FULL VR TASER 7 ADD-ON USER ACCESS	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73478	REDACTION ASSISTANT USER LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73618	AXON COMMUNITY REQUEST+ LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73638	STANDARDS ACCESS LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73680	RESPOND DEVICE PLUS LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73682	AUTO TAGGING LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73686	EVIDENCE.COM UNLIMITED AXON DEVICE STORAGE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73739	PERFORMANCE LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	73746	PROFESSIONAL EVIDENCE.COM LICENSE	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	85760	Auto-Transcribe Unlimited Service	40	03/01/2024	02/28/2029
Officer Safety Plan 10 Premium	20248	TASER 7 EVIDENCE.COM LICENSE	14	03/01/2024	02/28/2029
T10 CERTIFICATION ADD-ON BUNDLE	100165	UNLIMITED 3RD-PARTY STORAGE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	100590	MY90 LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	20370	FULL VR TASER 7 ADD-ON USER ACCESS	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73478	REDACTION ASSISTANT USER LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73618	AXON COMMUNITY REQUEST+ LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73638	STANDARDS ACCESS LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73680	RESPOND DEVICE PLUS LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73682	AUTO TAGGING LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73686	EVIDENCE.COM UNLIMITED AXON DEVICE STORAGE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	73739	PERFORMANCE LICENSE	14	03/01/2024	02/28/2029



# Non-Binding Budgetary Estimate

## Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Unlimited10 Premium Bundle	73746	PROFESSIONAL EVIDENCE.COM LICENSE	14	03/01/2024	02/28/2029
Unlimited10 Premium Bundle	85760	Auto-Transcribe Unlimited Service	14	03/01/2024	02/28/2029
A la Carte	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	12/01/2024	02/28/2029
A la Carte	73893	STANDARDS LICENSE, NON-SWORN	13	12/01/2024	02/28/2029

## Services

Bundle	Item	Description	QTY
Officer Safety Plan 10 Premium	100105	MY90 SETUP	1
Officer Safety Plan 10 Premium	100751	TASER 10 DUTY CARTRIDGE REPLACEMENT ACCESS PROGRAM	40
Officer Safety Plan 10 Premium	11642	THIRD-PARTY VIDEO SUPPORT LICENSE	40
T10 CERTIFICATION ADD-ON BUNDLE	100751	TASER 10 DUTY CARTRIDGE REPLACEMENT ACCESS PROGRAM	14
Unlimited10 Premium Bundle	100105	MY90 SETUP	1
Unlimited10 Premium Bundle	11642	THIRD-PARTY VIDEO SUPPORT LICENSE	14
A la Carte	20379	VR 1-DAY SERVICE	1
A la Carte	73896	STANDARDS IMPLEMENTATION SERVICE	1
A la Carte	85055	AXON FULL SERVICE	1
A la Carte	85147	CEW STARTER	1
A la Carte	85149	CEW 2 DAY PRODUCT SPECIFIC INSTRUCTOR COURSE	1

## Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Body Worn Camera Multi-Bay Dock TAP Bundle	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	1	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	100197	HTC FOCUS 3 VR HEADSET - WARRANTY	2	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	100213	VIRTUAL REALITY TABLET - HARDWARE WARRANTY	1	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	100704	EXT WARRANTY, TASER 10 HANDLE	40	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	100704	EXT WARRANTY, TASER 10 HANDLE	1	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80374	EXT WARRANTY, TASER 7 BATTERY PACK	40	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80374	EXT WARRANTY, TASER 7 BATTERY PACK	7	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80374	EXT WARRANTY, TASER 7 BATTERY PACK	1	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80396	EXT WARRANTY, TASER 7 SIX BAY DOCK	1	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80464	EXT WARRANTY, CAMERA (TAP)	40	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80464	EXT WARRANTY, CAMERA (TAP)	1	02/01/2025	02/28/2029
Officer Safety Plan 10 Premium	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	5	02/01/2025	02/28/2029
Unlimited10 Premium Bundle	100197	HTC FOCUS 3 VR HEADSET - WARRANTY	1	02/01/2025	02/28/2029
Unlimited10 Premium Bundle	100213	VIRTUAL REALITY TABLET - HARDWARE WARRANTY	1	02/01/2025	02/28/2029
Unlimited10 Premium Bundle	80464	EXT WARRANTY, CAMERA (TAP)	14	02/01/2025	02/28/2029
Unlimited10 Premium Bundle	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	2	02/01/2025	02/28/2029

## Payment Details

## Feb 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	20379	VR 1-DAY SERVICE	1	\$4,950.00	\$0.00	\$4,950.00
Annual Payment 1	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	\$99.13	\$5.95	\$105.08
Annual Payment 1	73893	STANDARDS LICENSE, NON-SWORN	13	\$99.13	\$5.95	\$105.08
Annual Payment 1	73896	STANDARDS IMPLEMENTATION SERVICE	1	\$840.00	\$0.00	\$840.00
Annual Payment 1	85055	AXON FULL SERVICE	1	\$749.70	\$0.00	\$749.70
Annual Payment 1	85147	CEW STARTER	1	\$9,950.00	\$0.00	\$9,950.00
Annual Payment 1	85149	CEW 2 DAY PRODUCT SPECIFIC INSTRUCTOR COURSE	1	\$6,800.00	\$0.00	\$6,800.00
Annual Payment 1	BWCambdTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	\$58.23	\$3.48	\$61.71
Annual Payment 1	C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	\$636.93	\$69.14	\$706.07
Annual Payment 1	H00001	AB4 Camera Bundle	64	\$9,536.00	\$572.16	\$10,108.16
Annual Payment 1	H00002	AB4 Multi Bay Dock Bundle	8	\$1,911.20	\$114.67	\$2,025.87
Annual Payment 1	OSP10 Prem	Officer Safety Plan 10 Premium	40	\$21,766.07	\$1,406.79	\$23,172.86
Annual Payment 1	Unlim10 Prem	Unlimited10 Premium Bundle	14	\$6,114.73	\$280.67	\$6,395.40
<b>Total</b>				<b>\$63,511.12</b>	<b>\$2,458.81</b>	<b>\$65,969.93</b>

## Jul 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	\$608.95	\$36.54	\$645.49
Annual Payment 1	73893	STANDARDS LICENSE, NON-SWORN	13	\$608.95	\$36.54	\$645.49
Annual Payment 1	73896	STANDARDS IMPLEMENTATION SERVICE	1	\$5,160.00	\$0.00	\$5,160.00
Annual Payment 1	85055	AXON FULL SERVICE	1	\$4,605.30	\$0.00	\$4,605.30
Annual Payment 1	BWCambdTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	\$357.69	\$21.46	\$379.15
Annual Payment 1	C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	\$3,912.51	\$424.67	\$4,337.18
Annual Payment 1	OSP10 Prem	Officer Safety Plan 10 Premium	40	\$133,705.97	\$8,641.62	\$142,347.59
Annual Payment 1	Unlim10 Prem	Unlimited10 Premium Bundle	14	\$37,561.87	\$1,724.13	\$39,286.00
<b>Total</b>				<b>\$186,521.24</b>	<b>\$10,884.96</b>	<b>\$197,406.20</b>

## Jul 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	\$708.08	\$42.49	\$750.57
Annual Payment 2	73893	STANDARDS LICENSE, NON-SWORN	13	\$708.08	\$42.49	\$750.57
Annual Payment 2	73896	STANDARDS IMPLEMENTATION SERVICE	1	\$6,000.00	\$0.00	\$6,000.00
Annual Payment 2	85055	AXON FULL SERVICE	1	\$5,355.00	\$0.00	\$5,355.00
Annual Payment 2	BWCambdTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	\$415.92	\$24.96	\$440.88
Annual Payment 2	C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	\$4,549.44	\$493.81	\$5,043.25
Annual Payment 2	OSP10 Prem	Officer Safety Plan 10 Premium	40	\$155,472.00	\$10,048.47	\$165,520.47
Annual Payment 2	Unlim10 Prem	Unlimited10 Premium Bundle	14	\$43,676.65	\$2,004.83	\$45,681.48
<b>Total</b>				<b>\$216,885.17</b>	<b>\$12,657.05</b>	<b>\$229,542.22</b>

# Non-Binding Budgetary Estimate

Jul 2026						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 3	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	\$708.08	\$42.49	\$750.57
Annual Payment 3	73893	STANDARDS LICENSE, NON-SWORN	13	\$708.08	\$42.49	\$750.57
Annual Payment 3	73896	STANDARDS IMPLEMENTATION SERVICE	1	\$6,000.00	\$0.00	\$6,000.00
Annual Payment 3	85055	AXON FULL SERVICE	1	\$5,355.00	\$0.00	\$5,355.00
Annual Payment 3	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	\$415.92	\$24.96	\$440.88
Annual Payment 3	C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	\$4,549.44	\$493.81	\$5,043.25
Annual Payment 3	OSP10 Prem	Officer Safety Plan 10 Premium	40	\$155,472.00	\$10,048.47	\$165,520.47
Annual Payment 3	Unlim10 Prem	Unlimited10 Premium Bundle	14	\$43,676.65	\$2,004.83	\$45,681.48
<b>Total</b>				<b>\$216,885.17</b>	<b>\$12,657.05</b>	<b>\$229,542.22</b>

Jul 2027						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 4	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	\$708.08	\$42.49	\$750.57
Annual Payment 4	73893	STANDARDS LICENSE, NON-SWORN	13	\$708.08	\$42.49	\$750.57
Annual Payment 4	73896	STANDARDS IMPLEMENTATION SERVICE	1	\$6,000.00	\$0.00	\$6,000.00
Annual Payment 4	85055	AXON FULL SERVICE	1	\$5,355.00	\$0.00	\$5,355.00
Annual Payment 4	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	\$415.92	\$24.96	\$440.88
Annual Payment 4	C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	\$4,549.44	\$493.81	\$5,043.25
Annual Payment 4	OSP10 Prem	Officer Safety Plan 10 Premium	40	\$155,472.00	\$10,048.47	\$165,520.47
Annual Payment 4	Unlim10 Prem	Unlimited10 Premium Bundle	14	\$43,676.65	\$2,004.83	\$45,681.48
<b>Total</b>				<b>\$216,885.17</b>	<b>\$12,657.05</b>	<b>\$229,542.22</b>

Jul 2028						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	73840	EVIDENCE.COM BASIC ACCESS LICENSE	13	\$708.08	\$42.47	\$750.55
Annual Payment 5	73893	STANDARDS LICENSE, NON-SWORN	13	\$708.08	\$42.47	\$750.55
Annual Payment 5	73896	STANDARDS IMPLEMENTATION SERVICE	1	\$6,000.00	\$0.00	\$6,000.00
Annual Payment 5	85055	AXON FULL SERVICE	1	\$5,355.00	\$0.00	\$5,355.00
Annual Payment 5	BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	1	\$415.92	\$24.96	\$440.88
Annual Payment 5	C00001	T10 CERTIFICATION ADD-ON BUNDLE	14	\$4,549.44	\$493.82	\$5,043.26
Annual Payment 5	OSP10 Prem	Officer Safety Plan 10 Premium	40	\$155,472.00	\$10,048.21	\$165,520.21
Annual Payment 5	Unlim10 Prem	Unlimited10 Premium Bundle	14	\$43,676.65	\$2,004.75	\$45,681.40
<b>Total</b>				<b>\$216,885.17</b>	<b>\$12,656.68</b>	<b>\$229,541.85</b>

### **Non-Binding Budgetary Estimate**

This Rough Order of Magnitude estimate is being provided for budgetary and planning purposes only. It is non-binding and is not considered a contractable offer for sale of Axon goods or services.

**Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.**





# Mauldin Police Department

## Plan A

- Finalize OSP10+ Premium project prior to 12/29/2023 to lock in 2023 rates before 01/01/2024 price increases

## Plan B

- Pause the OSP10+ Premium program and revisit the project in 2024 around budget season (expected cost of waiting \$167,966.72+ over 5-years)

## Plan C

- Work with Department to build a smaller plan that can grow over time. However, increased features and services under same contract will not be held to 2023 prices

# 5-YEAR PROJECTIONS (OSP10+ PREMIUM)

Mauldin Police Department can save **\$167,966.72+ by** preserving tech advancements at today's cost on a 5-year contract for their Body Worn Cameras, TASER Devices and Evidence management system.

OSP10+ Premium	5-Year OSP10+ Premium Contract in 2023	5-Year OSP10+ Premium Contract 2024 Price Projections
Year 1 (Upfront Split Payment)	\$63,511.12	NA
Year 1	\$186,521.24	\$257,107.96
Year 2	\$216,885.17	\$257,107.95
Year 3	\$216,885.17	\$257,107.95
Year 4	\$216,885.17	\$257,107.95
Year 5	\$216,885.17	\$257,107.95
Total	\$1,117,573.04	\$1,285,539.76+

2023 Pricing Valid Until 12/29/2023

Please note: These projection are not a binding quote and are subject to change



# **STATEMENT OF WORK FOR THE IMPLEMENTATION OF AXON STANDARDS FOR MAULDIN PD ("SOW")**

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**Submitted By:**

**Axon Enterprise, Inc. (Axon)**

**17800 North 85<sup>th</sup> Street**

**Scottsdale, AZ 85255**



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## 1. PROJECT OVERVIEW

Axon Standards is a cloud-native software solution provided as a SaaS subscription.

### 1.1 SOFTWARE

The software detailed in this SOW includes, but is not limited to, the listed functionality:

<b>AXON STANDARDS</b>	<ul style="list-style-type: none"><li>▶ Use of Force</li><li>▶ Vehicle Pursuit</li><li>▶ Vehicle Collision</li><li>▶ Internal Complaint</li><li>▶ Attachments</li><li>▶ Use of Force Analytics</li><li>▶ Early Intervention (EIS)</li></ul>	<ul style="list-style-type: none"><li>▶ Internal Affairs Investigative Case Management</li><li>▶ Configurable Forms and Fields</li><li>▶ Restrictions</li><li>▶ Redactions</li><li>▶ Citizen Complaint</li></ul>
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### 1.2 DEFINITIONS

TERM	DEFINITION
<b>PARTIES</b>	
Agency	Mauldin PD who is identified within this SOW
End-Users	Specific agency groups using the system
Professional Services	The services that Axon provides within the scope of this SOW
<b>SYSTEMS</b>	
Axon Systems	Software solutions and agency-specific integrations developed by Axon
CJIS	The Federal Bureau of Investigation's criminal justice information system
MDC	Mobile data computer – a device associated within a vehicle or other mobile unit
DataStore	The database Axon provides allowing the agency to query data
Product	The software solution being implemented as part of this SOW
Production Environment	The operational environment where the product is accessed
Training Environment	The pre-production environment where all Axon-specific development, configuration, FAT, UAT, and training take place



Service Portal	An online portal provided by Axon where issues identified are entered and triaged
<b>PROJECT &amp; MILESTONES</b>	
Project	Scope of this SOW as defined by the work to be completed described herein
Project Change Order (PCO)	Change order form outlined in Attachment B to be executed between Axon and the agency if a material change in scope is required for this SOW
Milestone	Event that constitutes completion of work as listed in Attachment A
Milestone Completion Report	The report outlined in Attachment A to be executed at key milestones between agency and Axon to approve completion of project phases
Requirements Phase	Requirements gathering and confirmation occurs during this phase. Confirmed requirements feed the sprint phase, and sprints are designed around what can and cannot be accomplished given time and resource constraints on both Axon and the agency's sides.
Configuration Phase	Project phase encompassing iterative development through sprints. Integrations and workflows are developed and deployed during this phase. The agency forms are also configured during this phase.
Sprint	A period during the configuration phase of the project (typically 2-3 weeks) where specific pieces of functionality are built, configured, and delivered.
Sprint Review	Signifies the end of the sprint where Axon showcases what was built, configured, and delivered. These items are then deemed ready for FAT and UAT.
Go-Live	End-users are activated, and the agency is actively using the product
Cutover	Successful implementation of interfaces, data conversion, and NIBRS state and federal certification
Third-Party Products and Services	Software, hardware, and services that are not owned by Axon but are being provided by Axon for this project as listed in Attachment C
<b>ACCEPTANCE</b>	
Blocker	Issue impacting 50% or more users
Functional Acceptance Testing (FAT)	Testing the functionality of the system as configured for the agency
Integration Acceptance Testing	Scheduled events for testing of each integration point and associated functionality in collaboration with the agency and the agency's vendors
User Acceptance Testing (UAT)	Testing the functionality of the system as configured for the agency from an end-user's perspective

## 1.3 OUT OF PROJECT SCOPE

Axon is only responsible for performing the professional services described within this SOW. Any additional professional services that are not defined explicitly by this SOW shall be done so through a Project



Change Order. The following are considered outside the scope of this project:

- ▶ Administration, management, or support of any internal city, county, state, federal, or agency IT network or infrastructure
- ▶ Changes made by the agency or the agency's vendors after the Interface Requirements Documentation has been accepted
- ▶ Third-party products and services costs related to the vendors or agency's side of the integration
- ▶ Changes made by the agency after configuration is complete



## **2. PROFESSIONAL SERVICES**

### **2.1 GENERAL**

The agency provides a master charge table that Axon loads. Axon provides the appropriate structure to the agency.

### **2.2 REPORTING AND DATASTORE**

- ▶ Axon configures and make available to the agency a read-only MS SQL DataStore containing all field and form data from the Axon Suite that allows the agency to utilize available data for reporting and analytical purposes.
- ▶ Axon provides the agency with a data dictionary and/or other appropriate documentation.
- ▶ If Axon provides reports for specific purposes as indicated, it is the responsibility of the agency to maintain them after Go-Live.

### **2.3 READINESS**

- ▶ Axon works in partnership with the agency to determine readiness by conducting functional testing and an end-to-end system review. The Axon program manager and the agency project manager work closely together to plan and execute readiness scenarios.
- ▶ Axon conducts functional acceptance testing via use cases approved by Axon and the agency.
- ▶ All issues discovered during and after training are entered into the service portal for triage and follow-up.

### **2.4 TRAINING**

Axon works with the agency to identify the agency trainers receiving instruction on the Axon Records, Standards, and/or Dispatch products. Axon provides a training guide that outlines the covered topics, intended audience, facility needs, and duration of the training.

### **FORMAT**

Axon provides the agency with all the necessary training materials and digital assets to facilitate any of the training formats listed below.



Training sessions are conducted in an environment containing necessary configurations, forms, and workflows. Any additional training beyond the default method (Tier 1) is subject to adjustments in pricing. Contact your sales representative for more information.

It is the responsibility of the agency to deliver and update the training materials to include agency policies and procedures.

## **TRAIN THE TRAINER**

Axon trains the agency's recommended users (no more than 12 depending on the size of the agency) in full system functionality. This is typically the agency's trainers, or training academy/FTO staff. The agency's trainers are responsible for training all agency end users. Axon provides all training materials for successful training and assists the agency's trainers in creating the course and training schedule.

Additional training options may be discussed.

## **SCHEDULE:**

The training plan contains an agreed-upon schedule that makes efficient use of time and resources to avoid undue staffing impacts on the agency. Training sessions occur after the User Acceptance Testing has been successfully completed and documented.

- ▶ Training sessions provided by Axon are conducted on consecutive weekdays (Tuesday-Friday) during normal business hours (9am-6pm with an hour break in between sessions).
- ▶ Training sessions required past the agreed-upon schedule in the training plan, regardless of delivery method, are the responsibility of the agency, unless agreed upon previously by the project team and training team management.

## **2.5 GO-LIVE**

Axon works in partnership with the agency to build, coordinate, and execute a Go-Live plan to ensure successful system acceptance. Axon coordinates the Go-Live event.



## 3. GIS

### 3.1 OVERVIEW

Axon incorporates a multi-tenant, Axon-hosted ArcGIS Enterprise instance for certain GIS functions along with our existing ArcGIS Online solution. This new infrastructure meets our customers' stringent requirements for high availability GIS data in mission-critical uses.

### 3.2 GIS TERMINOLOGY

- ▶ **Feature Layer:** A single map layer that can be created from a [Map Service](#) or [Feature Service](#), ArcGIS Online or ArcGIS Enterprise portal items, or from an array of client-side features. The layer can be either a spatial (has geographic features) or non-spatial (table).

GIS FUNCTIONS	ARCHITECTURE	RATIONALE
VECTOR TILE MAPS	ArcGIS Online (Uses Axon-hosted as backup)	ArcGIS Online's AWS CloudFront architecture is fast and reliable
SATELLITE IMAGERY	ArcGIS Online	ArcGIS Online's AWS CloudFront architecture is fast and reliable
ROUTING SERVICE	Axon ArcGIS Enterprise	Axon routing service has higher availability and offers an SLA
ADDRESS SUGGESTION SERVICE	Axon ArcGIS Enterprise	Axon routing service has lower latency, higher availability, and offers an SLA
GEOLOCATION SERVICES	Axon ArcGIS Enterprise	Axon routing service has lower latency, higher availability, and offers an SLA
CUSTOMER FEATURE LAYERS	Axon's ArcGIS Online account	For customers without ArcGIS Online account, customer provides layer files to Axon, and Axon hosts in Axon's ArcGIS Online account, and owns and manages layer URL
	Customer ArcGIS Online account	Customer hosts (and controls) layer content in their own ArcGIS Online account, and provides layer URL and an Access Key to Axon
	Axon ArcGIS Enterprise (not supported yet)	Customers provides layer files to Axon, and Axon hosts layers in Axon's ArcGIS Enterprise deployment, and owns and



		manages layer URLs.  Axon validates that the feature layer is safe to publish and optimized. See the guide on this feature for more details.
	Customer web server (not supported yet)	Customer hosts (and controls) layer content on their own web server, provides layer URL to Axon. Axon monitors customer web server to assess availability and make recommendation to customer about its suitability for hosting layers in mission critical applications like CAD and RMS.

- ▶ **Geocoding:** Also called address geocoding, this is the process of taking a text-based description of a location, such as an address or the name of a place, and returning geographic coordinates, frequently latitude/longitude pair, to identify a location on the Earth's surface.
- ▶ **Reverse Geocoding:** A process that converts geographic coordinates to a description of a location, usually the name of a place or an addressable location. Geocoding relies on a computer representation of address points, the street / road network, together with postal and administrative boundaries.
- ▶ **Routing:** Routing services allow you to perform several types of spatial analysis on transportation networks, such as finding the best route across a city, finding the closest emergency vehicle or facility, identifying a service area around a location, or servicing a set of orders with a fleet of vehicles.
- ▶ **Basemaps:** Serves as a reference map on which you overlay data from layers and visualize geographic information. An individual basemap can be made of multiple feature, raster, or web layers.
- ▶ **Geocoder:** A web service which provides geocoding information. Customers can define their own and expose them as APIs.



## 3.3 AXON GIS COMPONENTS AND ARCHITECTURE

The ArcGIS Online service does not offer an SLA for many of their components. Because ArcGIS Online does not offer an SLA, Axon cannot ensure consistent performance if an agency opts to use ArcGIS Online for any of its GIS services.

The exception to this is the ArcGIS Online Map Tiles and Satellite Imagery, which are static assets hosted on reliable modern Content Delivery Networks (CDN) by ESRI. By leveraging their CDN-hosted assets, map render time and performance are dramatically improved. However, in the unlikely event that ArcGIS Online map tiles become unavailable, Axon has the ability to switch to a backup copy running on Axon's servers. Due to the massive size of satellite imagery, Axon currently does not offer a backup copy of the satellite imagery at this time but may consider this for future requests.

When accessing Map Tiles and Satellite Imagery, no customer data (such as addresses or GPS coordinates) are sent to 3rd party services.

## 3.4 GIS REQUEST FLOW

For Axon to host your feature layers in our ArcGIS Online account, we require two key items:

- ▶ A complete set of layer configuration files for each layer as enumerated below, with all files for all layers bundled into a single .zip file
- ▶ The numbered list describing the stacking order in which the layers should be applied when selected by end users file requirements for Layer Configuration
- ▶ Agencies requiring Axon to host their feature layers must send layer files to their Axon representative in a single .zip file with optional internal folder structure. For each layer, agencies should include files as follows:

## 3.5 GIS REQUIRED LAYERS

- ▶ Shapefile (.shp extension) to represent spatial vector data, including points, lines, and polygons in a map
- ▶ Index File (.shx extension) to represent shape index position
- ▶ dBASE File (.dbf extension) to store attribute data and object IDs

## 3.6 GIS OPTIONAL LAYERS





- ▶ Projection File (.prj extension) to specify the metadata associated with the shapefiles coordinate and projection system
- ▶ XML Metadata File (.xml extension) to represent the metadata associated with the shapefile
- ▶ Spatial Index File (.sbn extension) to optimize and speed up spatial queries, used with .sbx files
- ▶ Spatial Index File (.sbx extension) to optimize and speed up spatial queries, used with .sbn files
- ▶ Code Page File (.cpg extension) to describe the encoding applied to create the shapefile

## 3.7 GIS LAYER EXAMPLES

	HighwayExits.cpg	5 bytes	TextEdit
	HighwayExits.dbf	77 KB	TextEdit
	HighwayExits.prj	567 bytes	Document
	HighwayExits.sbn	2 KB	Document
	HighwayExits.sbx	204 bytes	Document
	HighwayExits.shp	5 KB	ESRI S...cument
	HighwayExits.shp.xml	12 KB	XML
	HighwayExits.shx	2 KB	Document



## **4. PROJECT MANAGEMENT**

### **4.1 MANAGEMENT RESOURCES**

Both parties assign a project manager to ensure completion of deliverables.

Axon's project manager ensures all team members from Axon and the agency are continually updated on the status of the project.

### **4.2 REQUIREMENTS PLANNING**

All project requirements are documented during the kick-off and discovery phases of the project.

Once the agency and Axon agree on all requirements, Axon's project manager works with the agency's project manager to develop a project plan for Axon's implementation.

### **4.3 CHANGE CONTROL**

If any changes in the project cause a material increase or decrease in fees, as determined by Axon, an adjustment in the fees will be agreed upon between the agency and Axon. All PCO forms must be approved and signed by the agency authority ([Attachment B](#)).

The agency acknowledges a proposed change request might have an impact on both scheduling and cost for the project that will be outlined in the PCO form.

### **4.4 PROJECT METHODOLOGY**

Axon utilizes a hybrid approach to project management, utilizing aspects of both Agile and Waterfall methodologies. We use Waterfall for the overall project, with respect to major milestones. We utilize Agile during the configuration and build phases of the project.

### **4.5 MILESTONE COMPLETION REPORT (MCR)**

Axon submits an MCR to the agency for approval upon completion of a milestone. Milestone Completion Report included ([Attachment A](#)).

Upon receiving an MCR, the agency has 14 calendar days to approve the milestone completion. If the agency has issues related to the milestone completion, the expectation is that the agency responds in writing to



Axon with any issues related to the MCR within the 14 calendar-day window.



## 5. AGENCY COMMITMENTS

- ▶ Ensure the reasonable availability for meetings, phone or email of knowledgeable staff and personnel to provide timely and accurate documentation and information to Axon.
- ▶ Identify holidays, non-workdays, or major events that may impact the project.
- ▶ Ensure agency desktop, mobile systems, and devices can access the product.
- ▶ Make available relevant systems if needed for assessment by Axon (including making these systems available to Axon via remote access, if possible).
- ▶ Provide Axon with remote access to the agency's Axon Evidence account when required.
- ▶ The agency agrees to pay for licenses upon completion of Go-Live.



## 6. SUPPORT

- ▶ Axon provides on-site Go-Live support the week the agency begins using the software.
- ▶ Axon provides updates and enhancements to the product, which the agency automatically receives.
- ▶ Axon provides the agency's end users with access to the [help.axon.com](https://help.axon.com) support portal to submit and review service tickets.
- ▶ Following final acceptance, the agency utilizes Axon support via [my.axon.com](https://my.axon.com) for any further modifications to the product.
- ▶ For technical support assistance, the agency may contact a technical support representative at 800-978-2737, or via email at [Support@Axon.com](mailto:Support@Axon.com). Online, email-based support and remote-location troubleshooting are included on an ongoing basis as part of the agency's investment in the Axon ecosystem. Phone support is available 24/7.



## 7. TERMS AND CONDITIONS

This SOW is governed by the master services and purchasing agreement executed by the parties:

### AXON ENTERPRISE, INC.

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

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

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

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

### AGENCY

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

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

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

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



## ATTACHMENT A - MILESTONE COMPLETION REPORT (MCR)

By signing for the items in this Milestone Completion Report, I agree that Axon's Professional Services Organization has reached the following milestone(s) for the project agreed upon in the SOW between Axon and Mauldin PD:

- ☐ Project kick-off
- ☐ Requirements completion
- ☐ Functional review and completion of configuration
- ☐ User acceptance testing
- ☐ Completion of agency training
- ☐ Go-Live
- ☐ Final acceptance

Date services were completed on:

\_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Today's date: \_\_\_\_\_

Agency name: \_\_\_\_\_

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

Printed name: \_\_\_\_\_

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

Email: \_\_\_\_\_



## ATTACHMENT B - PROJECT CHANGE ORDER

Date:
Description of change to Axon product or service:
Justification for change:
Effects on schedule:
Effect on project pricing (attach quote for reduction or increase in costs):

### AXON ENTERPRISE, INC.

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

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

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

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

### AGENCY

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

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

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

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