City of Colleyville
City Council
Agenda

City Hall
100 Main Street
Colleyville, Texas 76034
817.503.1000
www.colleyville.com

Wednesday, November 4, 2015 City Council Chambers

PRE COUNCIL MEETING
EXECUTIVE SESSION
5:30 P.M.
EXECUTIVE CONFERENCE ROOM
THIRD FLOOR

CALL TO ORDER

PC-1 Discussion and update on the SH26/Colleyville Boulevard Construction Projects

PC-2 Discussion of the Westcoat Drive and McDonwell School Road intersection

PC-3 Discussion of the November 4, 2015, City Council regular agenda items

1. EXECUTIVE SESSION - In accordance with Texas Government Code, Chapter 551, Subchapter D

Section 551.071 - Legal - Consultation with attorney on legal issues raised by public hearing or action items on the agenda

Section 551.071 - Legal - Consultation with attorney on contemplated litigation (Camden Lock LLC)

Section 551.071 - Legal - Consultation with attorney regarding litigation - Billy McCullough v. City of Colleyville

Section 551.071 - Legal - Consultation with attorney regarding litigation - Michael S. Newman v. City of Colleyville and City of Keller

Section 551.071 - Legal - Consultation with attorney regarding litigation - Village Monticello Partners, LTD. v. City of Colleyville

Section 551.072 - Real Estate - Deliberate the purchase, exchange, lease, or value of real property for City facilities

Section 551.087 – Economic Development - Discuss or deliberate regarding commercial or financial information that the City has received from business prospects that the City seeks to have locate, stay, or expand in the City and with which the City is conducting economic development negotiations; deliberate the offer of a financial or other incentive to a business prospect

RESUME REGULAR MEETING
7:30 P.M.
CITY COUNCIL CHAMBERS

INVOCATION: Neda Moayad, Colleyville Baha'i Community

PLEDGE OF ALLEGIANCE: City Attorney Matthew Boyle

2. EXECUTIVE SESSION READING AND PUBLIC HEARING: CONSIDER AND TAKE ANY ACTION(S) NECESSARY RELATIVE TO ITEMS DISCUSSED IN EXECUTIVE SESSION - Resolution R-15-3925

3. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS

Announcements of civic and charitable events
Presentation of calendar events and updates
Announcements of awards and recognition

Recognition of the 2015 Wellness Champion Nominees

4. CONSENT: READING AND PUBLIC HEARING - Resolution R-15-3926

4a Approval of the minutes of the regular City Council meeting of October 20, 2015

5. CITIZEN COMMENTS/PRESENTATIONS REGARDING ITEMS NOT ON THE AGENDA

6. ACTION/RESOLUTION: DISCUSSION AND CONSIDERATION OF A RESOLUTION RATIFYING COUNCIL AGENDA ACTION FOR NOVEMBER 4, 2015 - READING AND PUBLIC HEARING - RESOLUTION R-15-3927

7. ADJOURNMENT

I hereby certify this agenda was posted on City Hall bulletin boards Friday, October 30, 2015 by 5:00 p.m.

Amy Shelley, TRMC
City Secretary

A quorum of any Colleyville board, commission, or committee may be present at this meeting.

Any matter on this agenda may, at the discretion of the governing body, be opened for public comment and discussion.

If you plan to attend this public meeting and have a disability that requires special accommodations, please advise the City Secretary at least 48 hours in advance at 817.503.1133, and reasonable accommodations will be made to assist you.

City of Colleyville
City Council
Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number PC-1 **Agenda Date** 11/04/2015
Type Pre Council
Department Public Works

Title
Discussion and update on the SH26/Colleyville Boulevard Construction Projects

Strategy Map Connection
B3- Utilize partnerships to implement cost-effective service solutions
C4- Provide mobility enhancements that complement neighborhoods
F2- Invest to provide and maintain high quality public assets

Explanation
Staff will present an update on the current status of SH26 Phase 1 reconstruction, from Pool/Brumlow to John McCain Road, and an update on the status of the Phase 2 Project from John McCain Road to Brown Trail. The presentation will include:

- Phase 1 (Northern City limits to John McCain Road)
- Phase 2 (John McCain Road to Brown Trail
  - Bridge design
  - Turn lane lengths
  - Landscaping
  - Traffic control
  - Memorandum of Understanding

Attachments
1. TxDOT SH26 Reconstruction Projects Presentation

TxDOT SH26 Reconstruction Projects

Pre Council Meeting

November 4, 2015

Purpose

- To update the City Council on the status of the SH26 Reconstruction Projects
  - Phase 1 (Northern City limits to John McCain Road)
  - Phase 2 (John McCain Road to Brown Trail)
    - Bridge design
    - Turn lane lengths
    - Landscaping
    - Traffic control
    - Memorandum of Understanding

Phase 1 (Northern City Limits to John McCain Road)

Construction Schedule

- Substantial completion was achieved August 1, 2015 (six lanes completed and able to accept traffic)
- Final completion is expected to occur by November 3rd*

Information provided by TxDOT on October 29, 2015

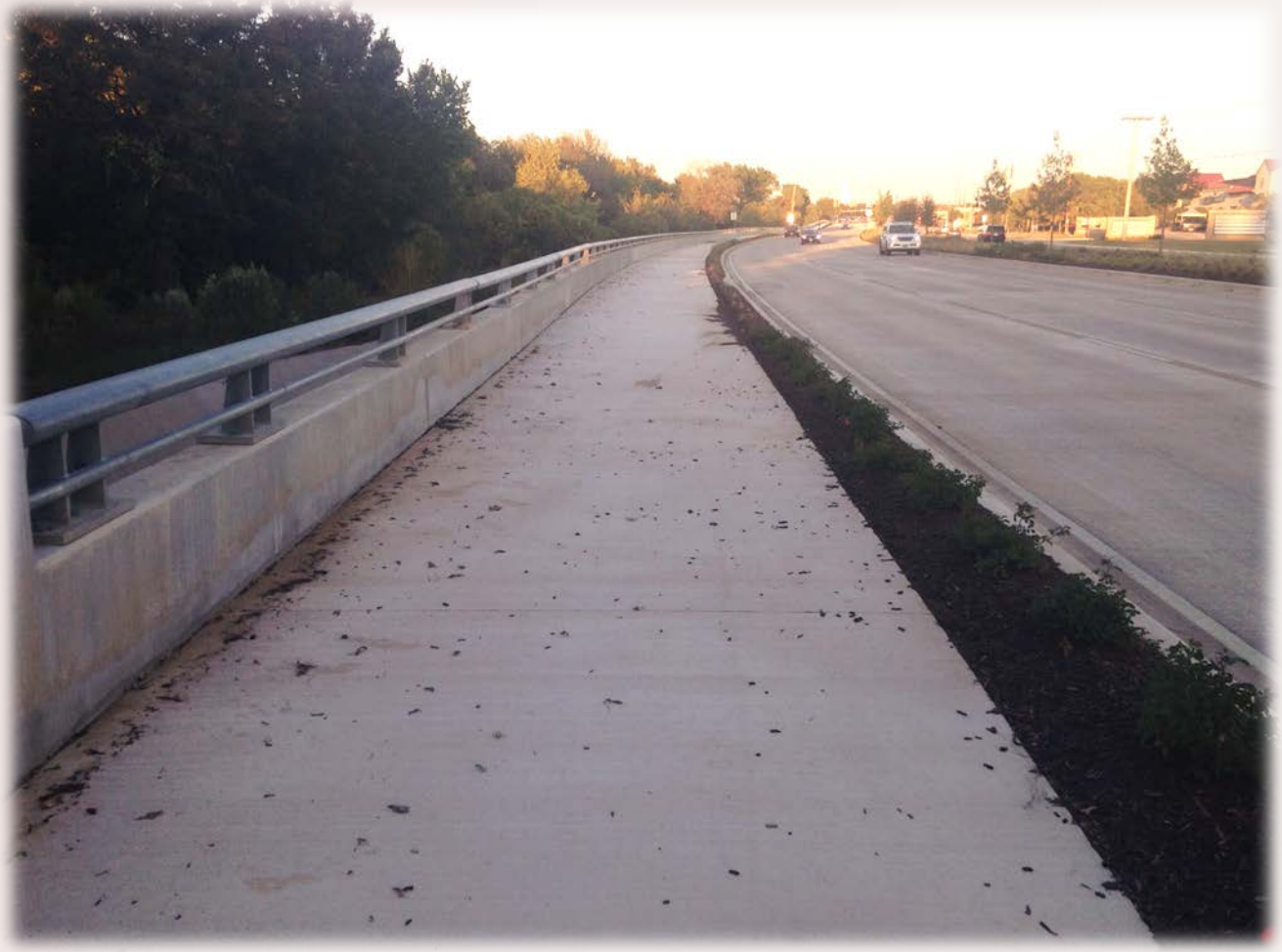
Phase 1 (Prior to Construction)

Phase 1 (October 2015)

Phase 1 (Northern City Limits to John McCain Road)

Cotton Belt Trail

- 10’ trail along SH26, with a landscaped parkway separating the trail from the travel lanes



Phase 1 (Northern City Limits to John McCain Road)

Cotton Belt Trail

- Property at 6950 Colleyville Boulevard has been acquired by the City
- The trail and amenities at 6950 Colleyville Boulevard will be constructed by the City, separate from the SH26 Reconstruction Project
- The project was awarded to a contractor on October 20th and is expected to be completed in early 2016

Phase 1 (Northern City Limits to John McCain Road)

Traffic Signals

- Traffic signals at John McCain Road and Longwood Drive
- Owned, controlled, and maintained by TxDOT
- City responsible for the enhancements including the illuminated street name signs and the black coating on the signal poles
- Staff is in discussions with the City of Grapevine for monitoring, maintenance, and operation services
  - Interlocal Agreement to be considered by City Council at a later date
  - Will be included in the Memorandum of Understanding

Phase 2 (John McCain Road to Brown Trail)

Recap the last discussion during the August 18, 2015 Pre Council Meeting

- Limited the SH26 Reconstruction Project to include only the foundations and the conduit for the new street and pedestrian lighting

- The City would then purchase and install the street light poles, pedestrian light poles, and fixtures at the time the project is complete, under a separate contract (estimated in Summer/Fall of 2018)

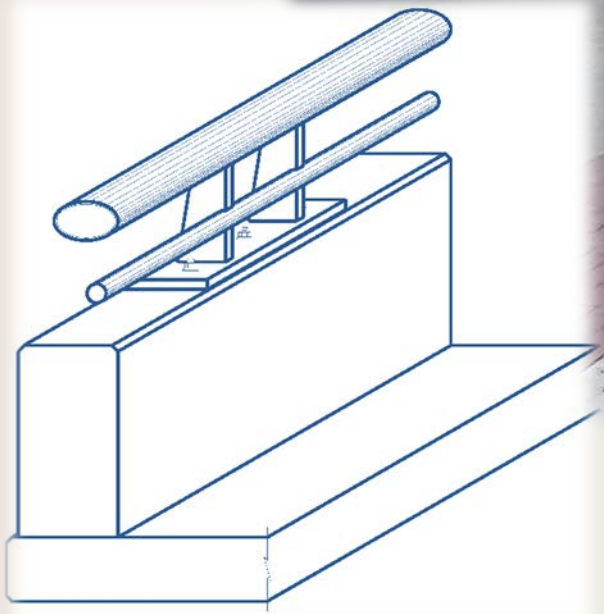
Phase 2 (John McCain Road to Brown Trail)

Progress since the August 18, 2015 Pre Council Meeting

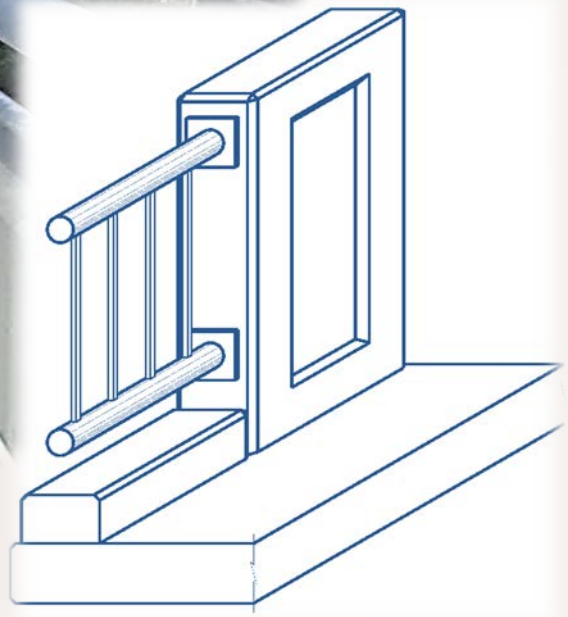
- Bridge design
- Turn lane lengths
- Landscaping – Green Ribbon Grant and adjustments from Phase 1
- Traffic control
- Memorandum of Understanding

Phase 2 (Little Bear Creek Bridge)

Current bridge and pedestrian layout at the Big Bear Creek Bridge



Proposed vehicle railing



Proposed pedestrian railing

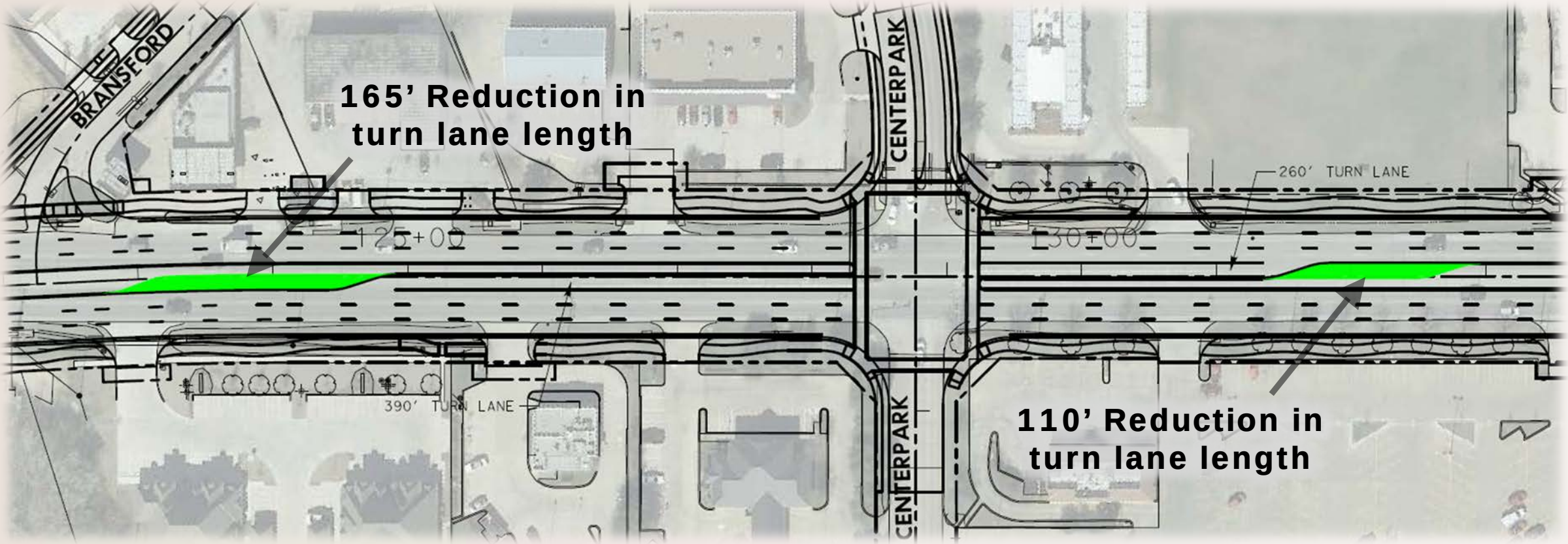
Phase 2 (Turn lane length)

During the review of the plans, it was determined that it may be beneficial to shorten some of the proposed turn lanes. The turn lanes being considered to be reduced include:

- Northbound and southbound at Centerpark Drive
- Northbound at Main Street
- Southbound at Church Street
- Northbound and southbound at Oak Pointe Drive/Tinker Road

Phase 2 (Centerpark Drive turn lane length)

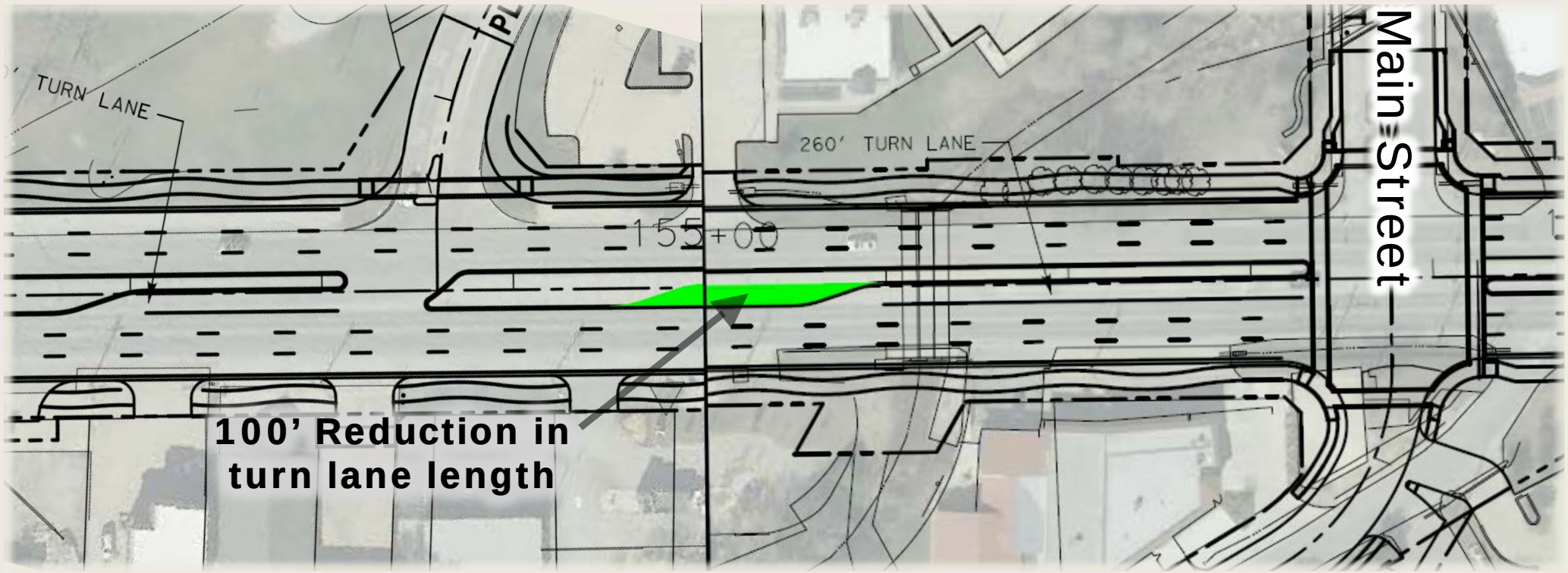
Northbound and southbound at Centerpark Drive



**** The shaded green area represents additional median space if the turn lane is reduced***

Phase 2 (Main Street turn lane length)

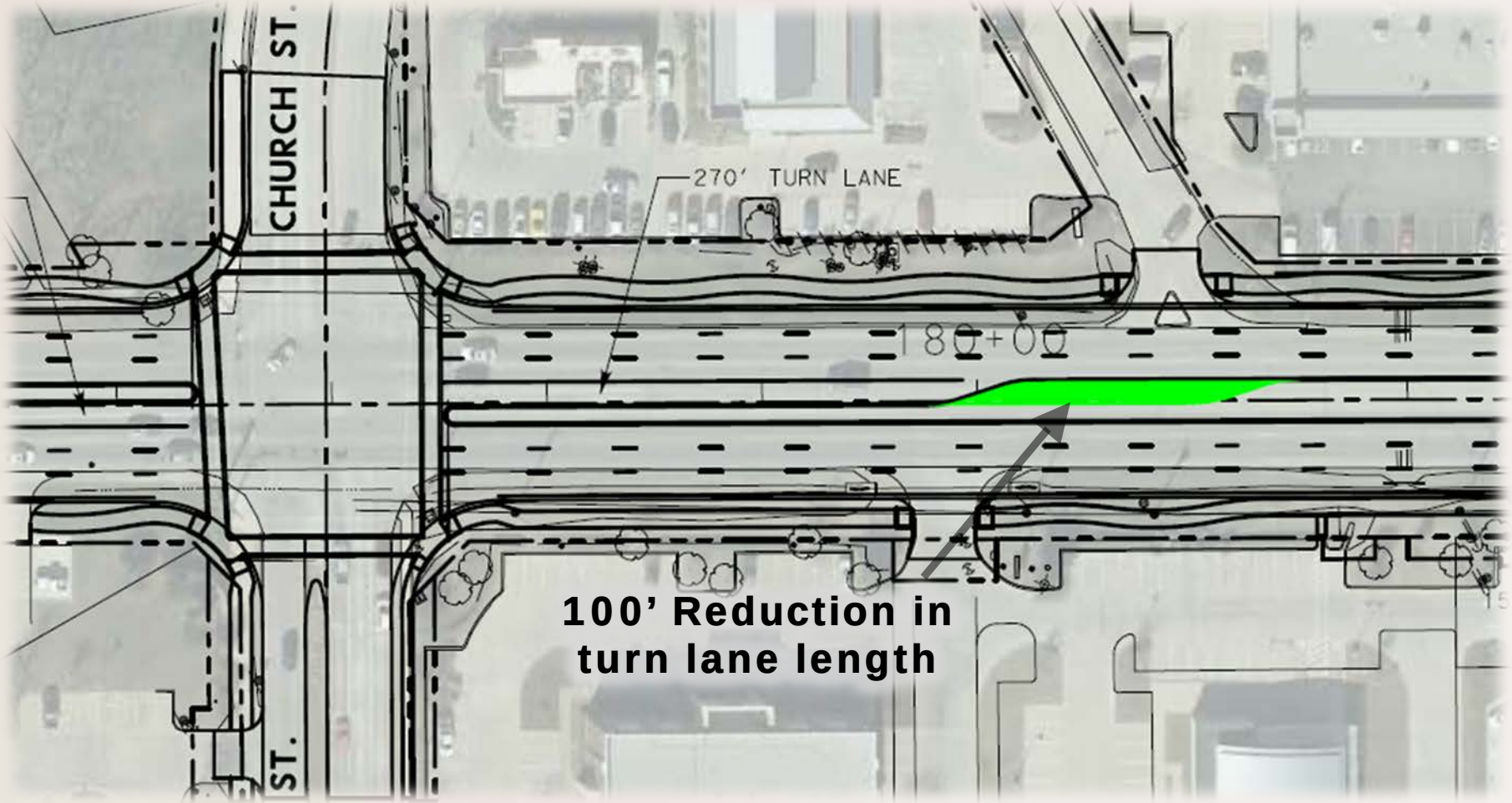
Northbound at Main Street



** The shaded green area represents additional median space if the turn lane is reduced*

Phase 2 (Church Street turn lane length)

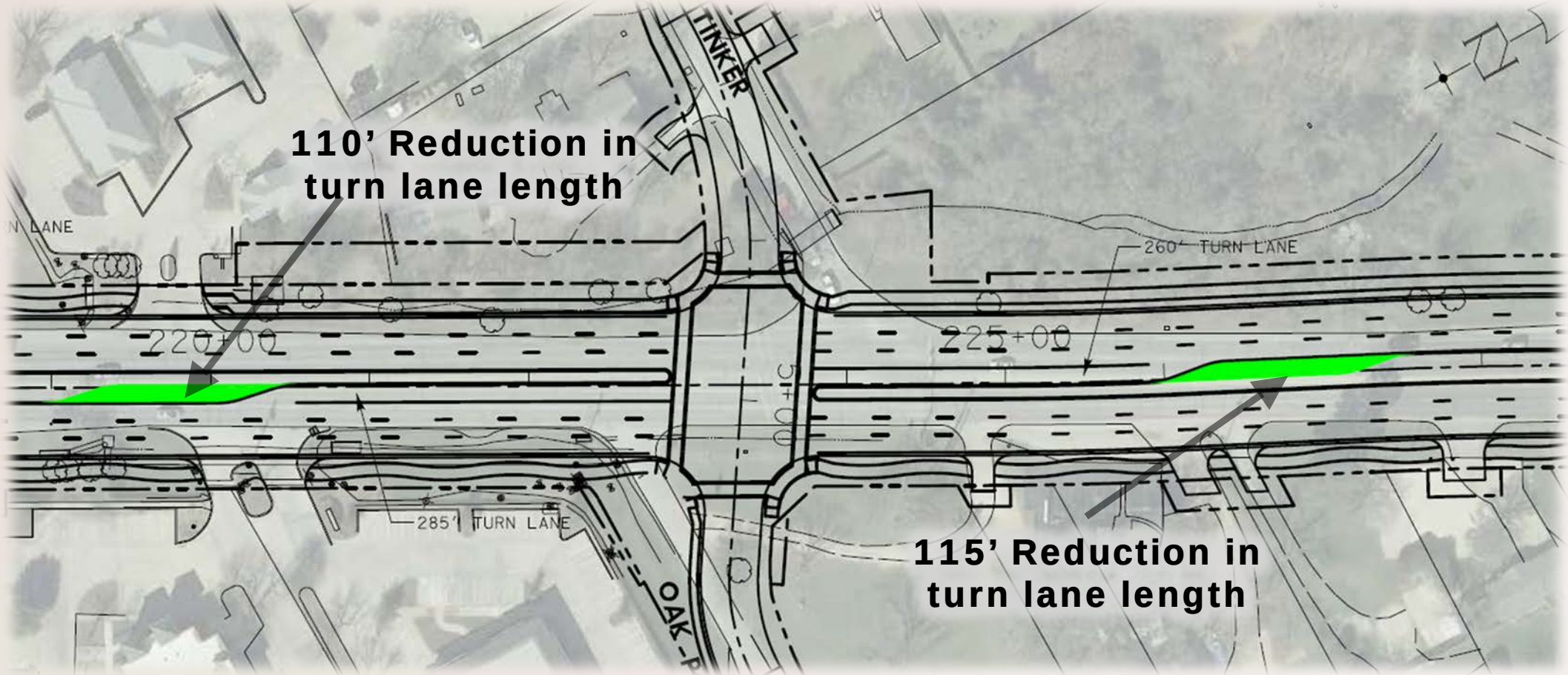
Southbound at Church Street



** The shaded green area represents additional median space if the turn lane is reduced*

Phase 2 (Oak Pointe Drive / Tinker Road turn lane length)

North bound and southbound at Oak Pointe Drive/Tinker Road



** The shaded green area represents additional median space if the turn lane is reduced*

Phase 2 (Turn lane length)

- Other turn lanes could be reduced to a minimum of 260’ if deemed acceptable to the City
- Considerations to further turn lane reductions
  - Could prevent access to the turn lane during peak times
  - Could require vehicles in the inside lane to slow down prior to entering the turn lane
  - Would serve as a form of speed control for the inside lane

Phase 2 (Landscaping)

- La Terra, a landscape architect contracted with the City of Colleyville, is working to finalize the landscape design for Phase 2
- A Green Ribbon Grant has been awarded to this project in the amount of $390,000 to help pay for the landscaping
- Adjustments made upon review of the installation of the Phase 1 landscaping include:
  - Reduction in the variety of plant types used (simplifies the design and maintenance of the landscaping)

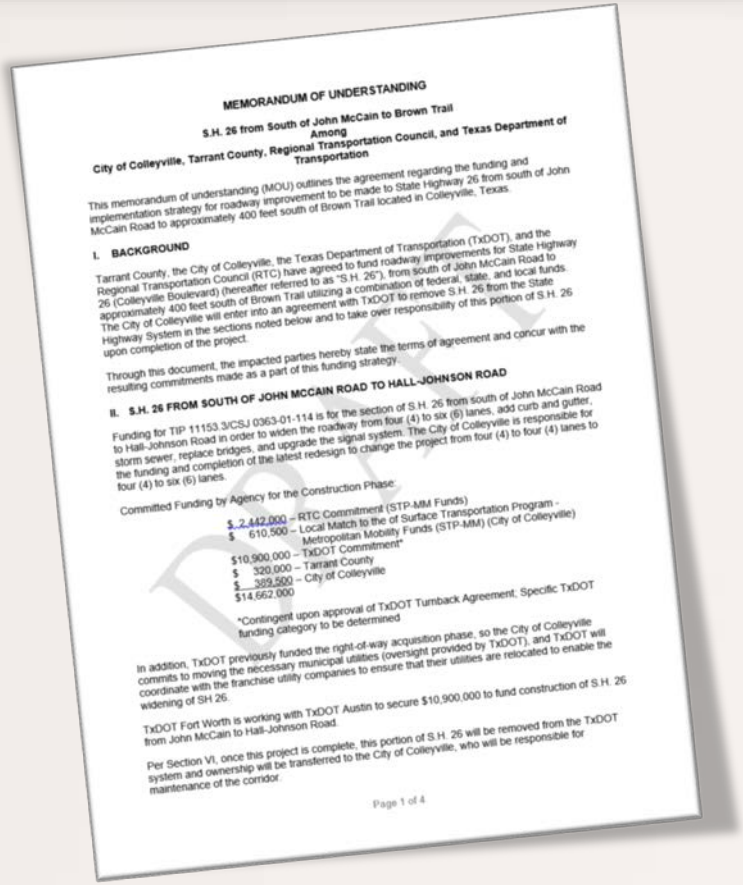
Phase 2 (Construction Phasing)

- Currently designed and included in the construction plans
- ***Subject to change by the contractor***
- Accounts for
  - The construction of Little Bear Creek Bridge
  - Installation of the underground drainage system
  - Maintaining 4 lanes of travel for the duration of the project
  - Maintaining access to adjacent properties
- Multiple stages
  - Construct the outer western edge
  - Construct additional pavement and temporary pavement in place of the future median
  - Construct the permanent pavement for the future northbound lanes
  - Construct center median curbs and landscaping

Phase 2 (Memorandum of Understanding)

Agreement between several parties including:

- City of Colleyville
- Tarrant County
- TxDOT
- North Central Texas Council of Governments



MEMORANDUM OF UNDERSTANDING

S.H. 26 from South of John McCain to Brown Trail
Among
City of Colleyville, Tarrant County, Regional Transportation Council, and Texas Department of Transportation

This memorandum of understanding (MOU) outlines the agreement regarding the funding and implementation strategy for roadway improvement to be made to State Highway 26 from south of John McCain Road to approximately 400 feet south of Brown Trail located in Colleyville, Texas.

I. BACKGROUND

Tarrant County, the City of Colleyville, the Texas Department of Transportation (TxDOT), and the Regional Transportation Council (RTC) have agreed to fund roadway improvements for State Highway 26 (Colleyville Boulevard) (hereafter referred to as "S.H. 26"), from south of John McCain Road to approximately 400 feet south of Brown Trail utilizing a combination of federal, state, and local funds. The City of Colleyville will enter into an agreement with TxDOT to remove S.H. 26 from the State Highway System in the sections noted below and to take over responsibility of this portion of S.H. 26 upon completion of the project.

Through this document, the impacted parties hereby state the terms of agreement and concur with the resulting commitments made as a part of this funding strategy.

II. S.H. 26 FROM SOUTH OF JOHN MCCAIN ROAD TO HALL-JOHNSON ROAD

Funding for TIP 11153.3/CSJ 0363-01-114 is for the section of S.H. 26 from south of John McCain Road to Hall-Johnson Road in order to widen the roadway from four (4) to six (6) lanes, add curb and gutter, storm sewer, replace bridges, and upgrade the signal system. The City of Colleyville is responsible for the funding and completion of the latest redesign to change the project from four (4) to four (4) lanes to four (4) to six (6) lanes.

Committed Funding by Agency for the Construction Phase:

$ 2,442,000 – RTC Commitment (STP-MM Funds)
$ 610,500 – Local Match to the of Surface Transportation Program - Metropolitan Mobility Funds (STP-MM) (City of Colleyville)
$10,900,000 – TxDOT Commitment*
$ 320,000 – Tarrant County
$ 389,500 – City of Colleyville
$14,662,000

*Contingent upon approval of TxDOT Turnback Agreement, Specific TxDOT funding category to be determined

In addition, TxDOT previously funded the right-of-way acquisition phase, so the City of Colleyville commits to moving the necessary municipal utilities (oversight provided by TxDOT), and TxDOT will coordinate with the franchise utility companies to ensure that their utilities are relocated to enable the widening of SH 26.

TxDOT Fort Worth is working with TxDOT Austin to secure $10,900,000 to fund construction of S.H. 26 from John McCain to Hall-Johnson Road.

Per Section VI, once this project is complete, this portion of S.H. 26 will be removed from the TxDOT system and ownership will be transferred to the City of Colleyville, who will be responsible for maintenance of the corridor.

Page 1 of 4

Establishes major points including:

- Funding commitments
- Project scope
- Responsibility and distribution for cost overruns
- Future Turnback Agreement statement
- Project schedule (letting to be delayed until February of 2016)
- Traffic signals

Guidance Needed

Staff is seeking direction from the City Council on the preferred turn lane lengths

- The originally designed longer turn lanes
- The reduced turn lane lengths at the six (6) locations as presented
- Pursue further turn lane reductions with the minimum of 260’ being the guiding principle

Questions and Discussion

City of Colleyville
City Council
Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number PC-2 **Agenda Date** 11/04/2015
Type Pre Council
Department Public Works

Title
Discussion of the Westcoat Drive and McDonwell School Road intersection

Strategy Map Connection
C4- Provide mobility enhancements that complement neighborhoods
F2- Invest to provide and maintain high quality public assets

Explanation
At the request of the City Council, staff will provide a presentation and facilitate a discussion regarding the intersection of McDonwell School Road and Westcoat Drive. The analysis that has been performed for this intersection by Kimley-Horn and Associates is attached to the briefing for reference. The presentation will cover:

- Current intersection
- Recap of the discussion during August 11th worksession
- Discussion of the intersection analysis
- Discussion of the recommendations

At the end of the presentation and discussion, staff will be seeking guidance from the City Council regarding the pursuit of recommendations to address the functionality of the intersection.

Attachments
1. McDonwell School Road and Westcoat Drive Presentation
2. Kimley-Horn Analysis

McDonwell School Road & Westcoat Drive Intersection

Pre Council Meeting

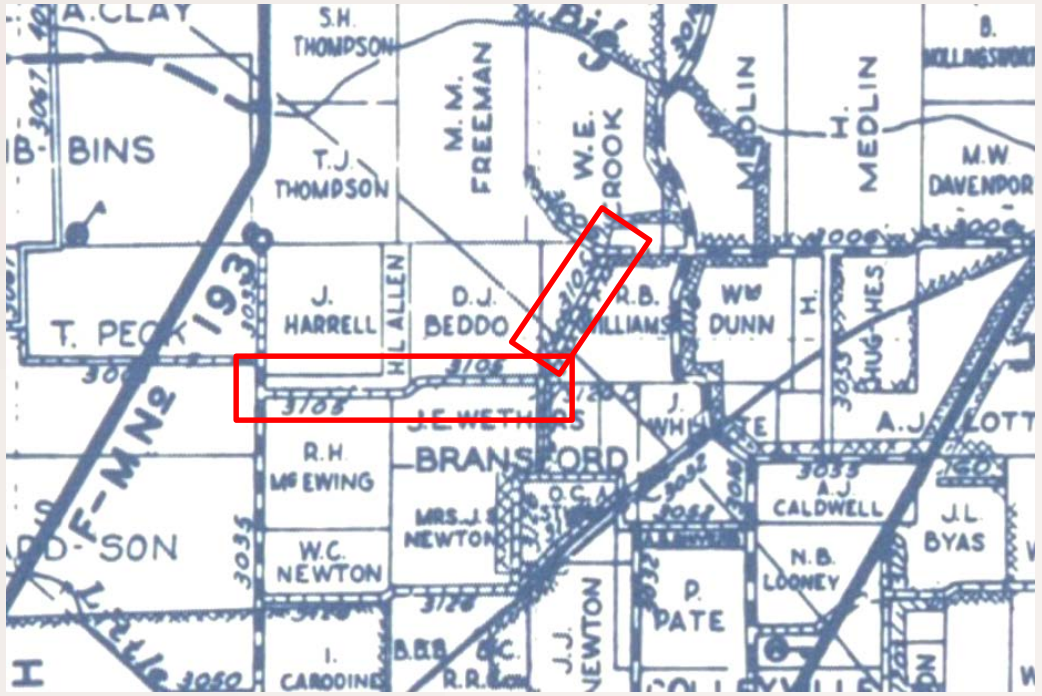
November 4, 2015

Outline of Presentation

- Current intersection
- Recap of the August 11, 2015 worksession discussion
- Discussion of the intersection analysis
- Discussion of the conclusions

Current Intersection

- The intersection was part of the Tarrant County road system annexed by Colleyville in 1956 by Ordinance 29
- At that time, Westcoat Drive and McDonwell School Road where both known as County Road 3105
- The current intersection is a “T” intersection with the McDonwell School Road traffic being regulated by a stop sign, and traffic along Westcoat Drive not having to stop at the intersection
- Both roads are currently two lane roads without dedicated turn lanes at the intersection



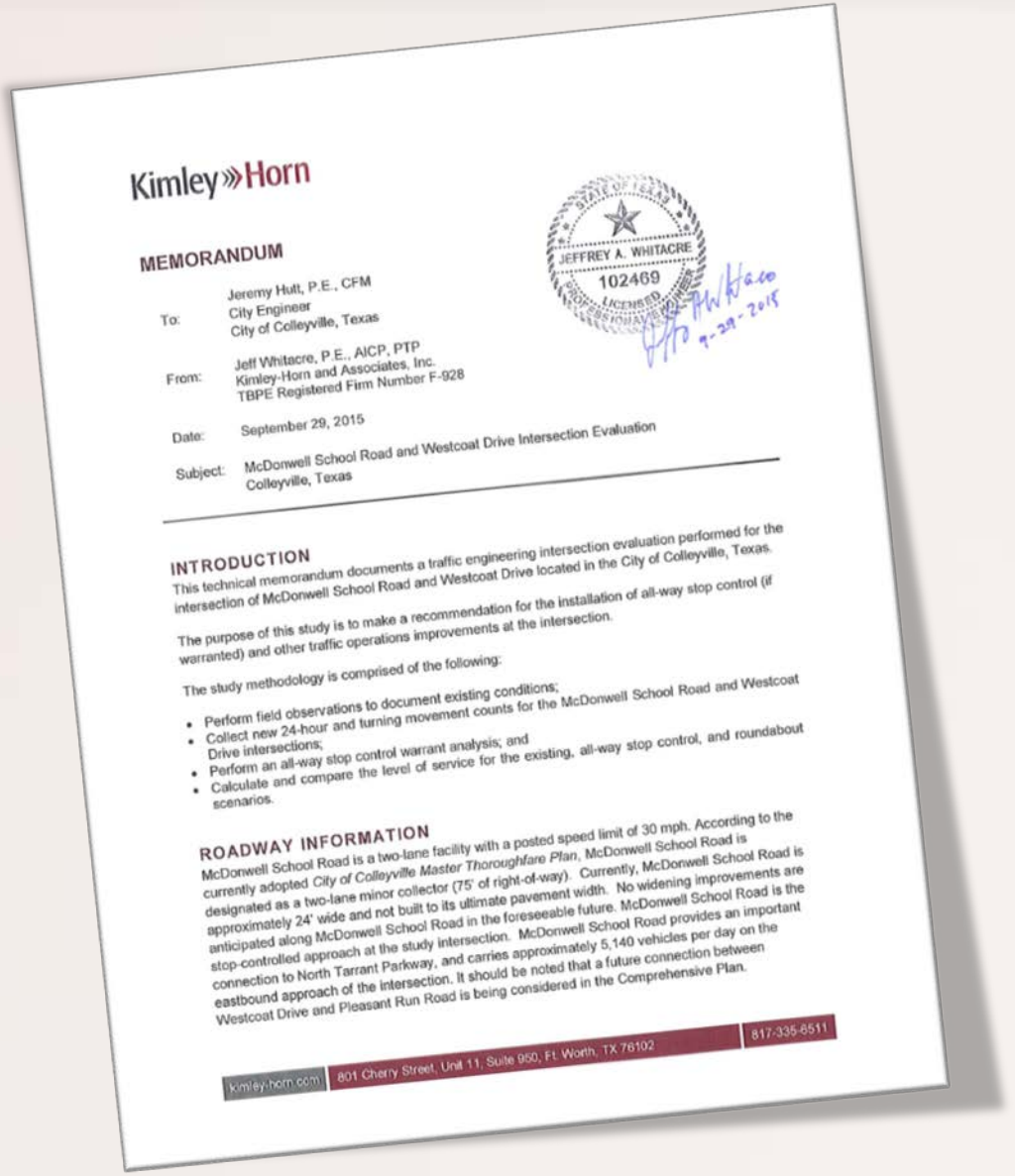
1958 Tarrant County Road Map

Recap of August 11th Discussion

- Rehabilitation of Westcoat Drive is included in the FY 2016 schedule of the current Five Year Capital Improvement Program
- The intersection of McDonwell School Road and Westcoat Drive is currently on the Master Thoroughfare Plan as a Special Interest Intersection
- Staff was directed to evaluate the possibility of improving the intersection during the rehabilitation project scheduled for FY 2016
- Staff coordinated with a design professional, Kimley-Horn and Associates (KHA) to conduct an analysis of the intersection, and make both long and short term recommendations for the intersection

Analysis

- Analysis (Performed in September 2015)
  - Perform field observations at the intersection to document existing conditions
  - Collect new 24-hour volume counts and turning movement counts for the McDonwell School Road and Westcoat Drive intersection
  - Perform an all-way stop control warrant analysis
  - Calculate and compare the level of service for:
    - the existing intersection
    - all-way stop control intersection
    - a roundabout scenario



Kimley»Horn

MEMORANDUM

To: Jeremy Hutt, P.E., CFM
City Engineer
City of Colleyville, Texas

From: Jeff Whitacre, P.E., AICP, PTP
Kimley-Horn and Associates, Inc.
TBPE Registered Firm Number F-928

Date: September 29, 2015

Subject: McDonwell School Road and Westcoat Drive Intersection Evaluation
Colleyville, Texas

JEFFREY A. WHITACRE
102469
LICENSED
PROFESSIONAL ENGINEER
9-29-2015

INTRODUCTION

This technical memorandum documents a traffic engineering intersection evaluation performed for the intersection of McDonwell School Road and Westcoat Drive located in the City of Colleyville, Texas.

The purpose of this study is to make a recommendation for the installation of all-way stop control (if warranted) and other traffic operations improvements at the intersection.

The study methodology is comprised of the following:

- Perform field observations to document existing conditions;
- Collect new 24-hour and turning movement counts for the McDonwell School Road and Westcoat Drive intersections;
- Perform an all-way stop control warrant analysis; and
- Calculate and compare the level of service for the existing, all-way stop control, and roundabout scenarios.

ROADWAY INFORMATION

McDonwell School Road is a two-lane facility with a posted speed limit of 30 mph. According to the currently adopted *City of Colleyville Master Thoroughfare Plan*, McDonwell School Road is designated as a two-lane minor collector (75' of right-of-way). Currently, McDonwell School Road is approximately 24' wide and not built to its ultimate pavement width. No widening improvements are anticipated along McDonwell School Road in the foreseeable future. McDonwell School Road is the stop-controlled approach at the study intersection. McDonwell School Road provides an important connection to North Tarrant Parkway, and carries approximately 5,140 vehicles per day on the eastbound approach of the intersection. It should be noted that a future connection between Westcoat Drive and Pleasant Run Road is being considered in the Comprehensive Plan.

kimley-horn.com | 801 Cherry Street, Unit 11, Suite 950, Ft. Worth, TX 76102 | 817-335-6511

Conclusions

- Conclusion of the Analysis
  - The intersection of McDonwell School Road and Westcoat Drive is currently operating at an **unacceptable** level of service for the **eastbound approach**
  - Short-Term Recommendation
    - Implement an all-way stop if deemed necessary. If all-way stop control is to be implemented, **a channelized southbound right-turn lane is recommended**
    - If the one-way stop was to remain in place, **the addition of an eastbound right-turn lane is recommended**
  - Long-Term Recommendation
    - Install a roundabout with a southbound right-turn slip lane. Due to the high percentage of turning movements, this is expected to be the optimal solution

Conclusions (Comparison Chart)

	Current Intersection		Short-Term Recommendation				Long-Term Recommendation	
			All Way Stop with Southbound Right-Turn Lane		One-Way Stop with Eastbound-Turn Lane		Roundabout with Southbound Slip Lane	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	Level of Service - LOS (Delay in Seconds/Vehicle)							
Intersection	**D (32.6)**	**C (17.2)**	**C (21.5)**	**B (14.2)**	**C (21.6)**	**B (10.9)**	**B (10.3)**	**A (2.1)**
Northbound Approach	A (5.1)	B (10.1)	A (9.7)	A (9.9)	A (5.1)	B (10.1)	A (7.9)	A (2.0)
Eastbound Approach	E (44.1)	F (84.2)	D (26.4)	A (9.9)	D (29.0)	E (49.9)	B (12.9)	A (2.0)
Southbound Approach	A (0.0)	A (0.0)	A (7.2)	C (16.4)	A (0.0)	A (0.0)	A (0.9)	A (1.0)

Colored cells represent an increase or decrease in the delay for the approach in comparison to the current intersection (not necessarily a change in the LOS)

Conclusions

If **all-way stop control** is to be implemented, a **channelized southbound right-turn lane** is recommended

- The turn lane would need to be constructed to approximately 340’ to accommodate for the projected queue length (right-of-way is currently sufficient)
- Underground and overhead utilities will need to be relocated prior to construction (possible delay to construction)
- Trees will need to be removed
- The channelized southbound right-turn lane would increase the project costs approximately $50,000

Conclusions

If the **one-way stop** was to remain in place, the addition of an **eastbound right-turn lane** is recommended

- The turn lane would need to be constructed to approximately 325’ to accommodate for the projected queue length (right-of-way is currently sufficient)
- Underground and overhead utilities will need to be relocated prior to construction (possible delay to construction)
- The eastbound right-turn lane would increase the project costs approximately $54,000

Conclusions

The long-term recommendation would be to install a **roundabout** with a **southbound right-turn slip lane**.

- The slip lane is recommended due to the high percentage of turning movements
- This option provides the highest level of service and the shortest queue lengths
- It is expected to be the optimum solution when McDonwell School Road is extended from Westcoat Drive to Pleasant Run Road, (being considered in the Comprehensive Plan)
- A roundabout would require additional right-of-way and engineered plans and would cost in excess of $1 million
- This project is not currently included in the current Five Year Capital Improvement Program
- This would **not** be able to be performed in conjunction with the needed maintenance project slated for the current fiscal year

City Council Direction

- Implement an **all-way stop** and provide a **channelized southbound right-turn lane**
- Leave the **one-way stop** and provide an **eastbound right-turn lane**
- Continue as planned, with the existing rehabilitation scope for Westcoat Drive and address the intersection improvements at a later date

Questions and Discussion

Kimley»Horn

MEMORANDUM

To:	Jeremy Hutt, P.E., CFM City Engineer City of Colleyville, Texas
From:	Jeff Whitacre, P.E., AICP, PTP Kimley-Horn and Associates, Inc. TBPE Registered Firm Number F-928
Date:	September 29, 2015
Subject:	McDonwell School Road and Westcoat Drive Intersection Evaluation Colleyville, Texas

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INTRODUCTION

This technical memorandum documents a traffic engineering intersection evaluation performed for the intersection of McDonwell School Road and Westcoat Drive located in the City of Colleyville, Texas.

The purpose of this study is to make a recommendation for the installation of all-way stop control (if warranted) and other traffic operations improvements at the intersection.

The study methodology is comprised of the following:

- Perform field observations to document existing conditions;
- Collect new 24-hour and turning movement counts for the McDonwell School Road and Westcoat Drive intersections;
- Perform an all-way stop control warrant analysis; and
- Calculate and compare the level of service for the existing, all-way stop control, and roundabout scenarios.

ROADWAY INFORMATION

McDonwell School Road is a two-lane facility with a posted speed limit of 30 mph. According to the currently adopted *City of Colleyville Master Thoroughfare Plan*, McDonwell School Road is designated as a two-lane minor collector (75' of right-of-way). Currently, McDonwell School Road is approximately 24' wide and not built to its ultimate pavement width. No widening improvements are anticipated along McDonwell School Road in the foreseeable future. McDonwell School Road is the stop-controlled approach at the study intersection. McDonwell School Road provides an important connection to North Tarrant Parkway, and carries approximately 5,140 vehicles per day on the eastbound approach of the intersection. It should be noted that a future connection between Westcoat Drive and Pleasant Run Road is being considered in the Comprehensive Plan.

Westcoat Drive is a two-lane facility with a posted speed limit of 30 mph. According to the currently adopted *City of Colleyville Master Thoroughfare Plan*, Westcoat Drive is designated as a two-lane minor collector (75' of right-of-way). Currently, Westcoat Drive is approximately 24' wide and not built to its ultimate pavement width. However, no widening improvements are anticipated along Westcoat Drive in the foreseeable future. Westcoat Drive is a north-south collector that provides access to John McCain Road and L.D. Lockett Road. Westcoat Drive carries approximately 4,840 vehicles per day on the southbound approach and 1,340 vehicles per day on the northbound approach of the intersection. Approximately 85% of the vehicles on Westcoat Drive are travelling 34 mph.

FIELD OBSERVATIONS

Peak observations were made on Wednesday, September 16, 2015. The primary notes were:

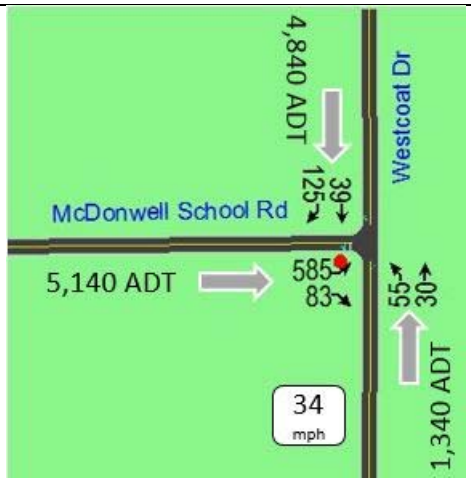
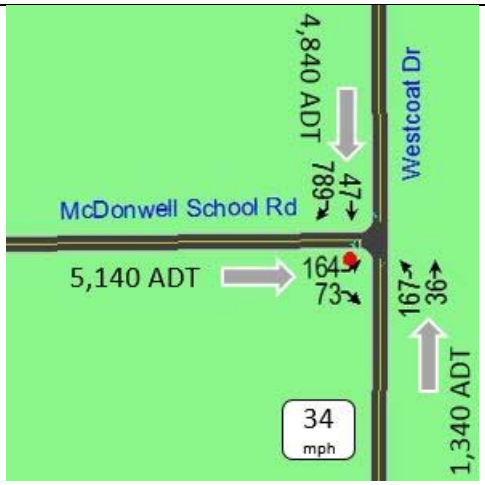
- During the AM peak hour, a vast majority (90%+) of the traffic at the intersection was comprised of vehicles turning eastbound left from McDonwell School Road onto Westcoat Drive. Observed queue lengths were substantially longer than projected in the analysis (stretched almost to Whittier Lane).
- During the PM peak, a vast majority of the traffic at the intersection was comprised of vehicles turning southbound right from Westcoast Drive onto McDonwell School Road.

Photos from the field observations have been provided in the **Appendix**.

TRAFFIC ANALYSIS

Existing Traffic Volumes

AM and PM peak hour turning movement volumes were collected prior to field observations on Tuesday, September 1st, 2015. These counts were reviewed and analyzed prior to the Wednesday, September 16, 2015 observations so that the analysis was confirmed with observations. The existing traffic volumes are presented below:

AM Peak	PM Peak
	

Future Traffic Volumes

It is not anticipated that the traffic volumes along McDonwell School Road and Westcoat Drive will grow significantly due to the majority of the land adjacent to the roadway being developed. As a result no additional background traffic was utilized in this analysis. However, a future connection of McDonwell School Road between Westcoat Drive and Pleasant Run Road is being considered in the Comprehensive Plan. This extension was only conceptually considered in this study. It should be understood that the connection will likely shift the peak movements and redistribute traffic.

Existing Intersection Level of Service (LOS) and Queuing Analysis

An intersection level of service analysis was performed using Synchro 9*TM* software for the existing one-way stop condition.

Intersection Capacity Analysis

INTERSECTION	APPROACH	AM Peak Hour			PM Peak Hour		
		DELAY[1] (Sec/Veh)	LOS	QUEUE LENGTH[2] (vehicles)	DELAY[1] (Sec/Veh)	LOS	QUEUE LENGTH[2] (vehicles)
Existing One-Way Stop (2015)							
McDonwell School Road & Westcoat Drive	Intersection	32.60	D		17.20	C	
	NB Approach	5.10	A	1.0	10.10	B	2.0
	EB Approach	44.10	E	17.0	84.20	F	12.0
	SB Approach	0.00	A	0.0	0.00	A	0.0

Note 1: Delay is reported in seconds / vehicle.

Note 2: Queue length represents 95th percentile queue rounded up to whole vehicle

Note 3: Queue lengths given in feet were converted to vehicles using a vehicle length of 20 feet

Note 4: Approaches highlighted in red are stop controlled

Based upon the results on the analysis, the following observation is made:

- The eastbound approach fails during both the AM and PM Peak Hours
  - Since the major street does not stop, the minor street traffic does not see many traffic gaps to turn at the stop sign, resulting in long queue lengths.

Improved Short Term Intersection Level of Service (LOS) and Queuing Analysis

An intersection level of service analysis was performed once again for the intersection. These scenarios should be considered as short-term implementation prior to the McDonwell extension being constructed. Analyses were carried out for the following potential improvements:

- One-way stop:
  - Addition of an eastbound right-turn lane
- All-way stop:
  - Strictly all-way stop control
  - Addition of a channelized southbound right-turn lane

INTERSECTION	APPROACH	AM Peak Hour			PM Peak Hour		
		DELAY[1] (Sec/Veh)	LOS	QUEUE LENGTH[2] (vehicles)	DELAY[1] (Sec/Veh)	LOS	QUEUE LENGTH[2] (vehicles)
All-Way Stop							
McDonwell School Road & Westcoat Drive	Intersection	29.90	D		39.60	E	
	NB Approach	10.30	B	1.0	12.50	B	2.0
	EB Approach	37.20	E	12.0	14.40	B	3.0
	SB Approach	10.30	B	1.0	53.30	F	17.0
One-Way Stop (Eastbound Right Turn-lane)							
McDonwell School Road & Westcoat Drive	Intersection	21.60	C		10.90	B	
	NB Approach	5.10	A	1.0	10.10	B	2.0
	EB Approach	29.00	D	13.0	49.90	E	9.0
	SB Approach	0.00	A	1.0	0.00	A	0.0
All-Way Stop (Channelized Southbound Right Turn-lane)							
McDonwell School Road & Westcoat Drive	Intersection	21.50	C		14.20	B	
	NB Approach	9.70	A	1.0	9.90	A	2.0
	EB Approach	26.40	D	13.0	9.90	A	3.0
	SB Approach	7.20	A	1.0	16.40	C	17.0

Note 1: Delay is reported in seconds / vehicle.

Note 2: Queue length represents 95th percentile queue rounded up to whole vehicle

Note 3: Queue lengths given in feet were converted to vehicles using a vehicle length of 20 feet

Note 4: Approaches highlighted in red are stop controlled

Based on the results of the analyses with the improvements mentioned earlier, it is apparent that more changes are projected to be needed in addition to traffic control measures. The following observations are made:

- All-way stop control is projected to improve the AM peak but decreases the LOS in the PM.
    - The eastbound approach LOS increases at the cost of decreasing the southbound LOS. This occurs due to the fact that the southbound approach is now required to stop instead of the movement being free.
- One-way stop and all-way stop control with turn-lane options operate at similar levels of service with similar overall delay.
    - The eastbound approach in the one-way stop control scenario does not receive the full benefit of the additional eastbound right-turn lane because of the queue of the eastbound left-turns. The eastbound right-turn would need to be built approximately 325' long to not "starve" this right-turn lane.
    - The southbound approach would require an exclusive, channelized right-turn lane in the all-way stop control scenario due to the high volume of southbound right turns.

Improved Long Term Intersection Level of Service (LOS) and Queuing Analysis

An intersection level of service analysis was performed using Sidra software for a roundabout scenario. Due to the fact that traffic volumes are anticipated to remain about the same, current traffic volumes were utilized in the analyses. However, it should be understood that the McDonwell School Road connection from Westcoat Drive to Pleasant Run Road will likely shift the peak movements and redistribute traffic. Roundabout analyses were performed with a roundabout only and a roundabout with a southbound right-turn slip lane.

Long Term Improvements Intersection Capacity Analysis with Improvements							
INTERSECTION	APPROACH	AM Peak Hour			PM Peak Hour		
		DELAY[1] (Sec/Veh)	LOS	QUEUE LENGTH[2] (vehicles)	DELAY[1] (Sec/Veh)	LOS	QUEUE LENGTH[2] (vehicles)
Roundabout							
McDonwell School Road & Westcoat Drive	Intersection	11.00	B		42.60	E	
	NB Approach	7.90	A	1.0	6.60	A	1.0
	EB Approach	12.90	B	6.0	5.90	A	2.0
	SB Approach	5.00	A	1.0	61.70	F	42.8
Roundabout (Southbound Slip Lane)							
McDonwell School Road & Westcoat Drive	Intersection	10.30	B		2.40	A	
	NB Approach	7.90	A	1.0	6.70	A	2.0
	EB Approach	12.90	B	6.0	6.00	A	2.0
	SB Approach	0.90	A	1.0	0.40	A	1.0

Note 1: Delay is reported in seconds / vehicle.

Note 2: Queue length represents 95th percentile queue rounded up to whole vehicle

Note 3: Queue lengths given in feet were converted to vehicles using a vehicle length of 20 feet

Note 4: Approaches highlighted in red are stop controlled

Based on the results of the analysis with the improvements mentioned earlier the following observations were made:

- A roundabout provides the highest LOS in the AM peak and the lowest LOS in the PM peak.
    - Due to the high amount of southbound right-turns in the PM, the southbound approach is overcapacity.
- With the installation of a roundabout and southbound right-turn slip lane, the intersection is projected to operate at the highest level of service in both the AM and PM peak hours.
    - Due to the high amount of turning movements at the intersection, a roundabout is projected to be the most efficient implementation for this intersection.

All-Way Stop Analysis

The *Texas Manual of Uniform Traffic Control Devices* (*Texas MUTCD*) specifies that the installation of multi-way stop control should be based on an engineering study. Three conditions are considered in the engineering study for an all-way stop. These conditions include:

A) Interim Measure - Multi-way stop is an interim measure that can be utilized quickly to control traffic when a traffic control signal is being installed.

B) Crash Experience - Five or more crashes are reported over a 12-month period that may have been prevented by having a multi-way stop. For example, right-turn and left-turn collisions and right-angle collisions.

C) Traffic Volumes:
1. The number of vehicles entering the intersection from the major street averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined amount of vehicular, pedestrian, and bicycles entering the intersection from the minor street averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

The intersection of McDonwell School Road and Westcoat Drive does not meet the thresholds of traffic volumes under Item C.1. However, 6 hours clearly meet the threshold, while 2 are reasonably close. The threshold under item C.2. is met.

Although thresholds may not have been met on the specific day counts were taken, it is evident from the analysis that something more than one-way stop control is necessary.

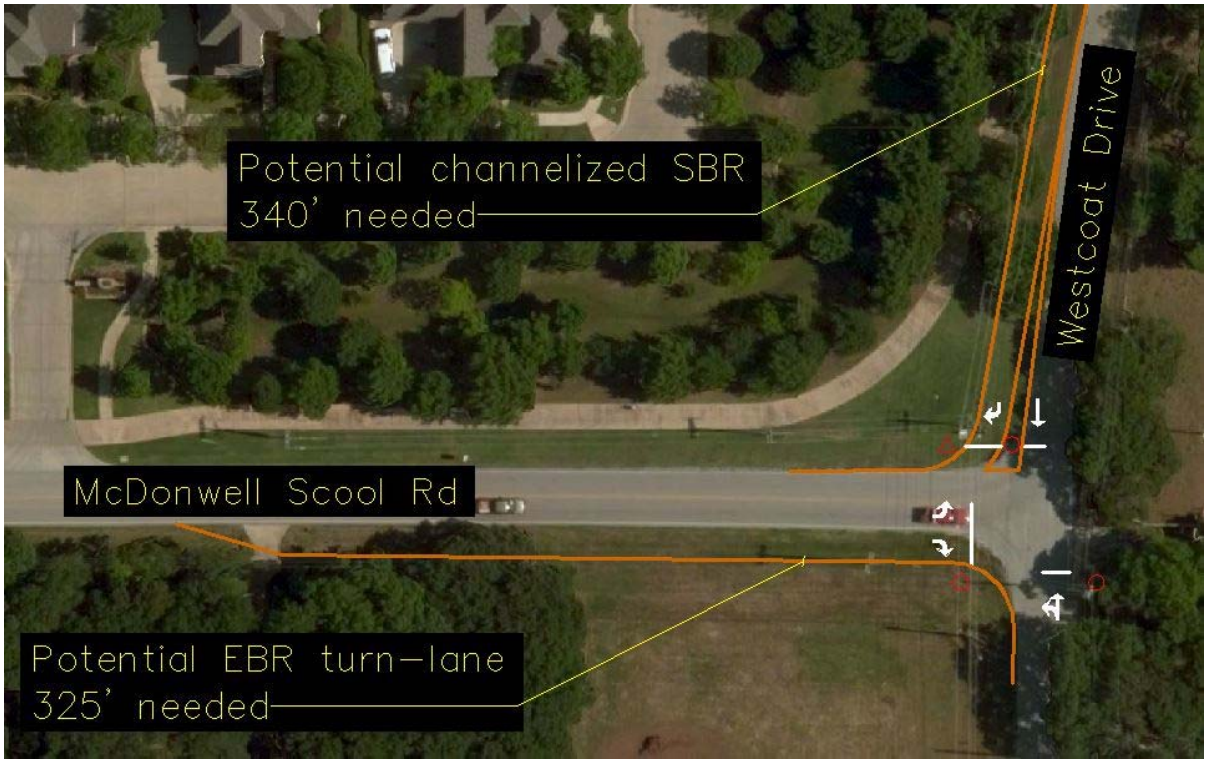
CONCLUSION

Currently, the intersection of McDonwell School Road and Westcoat Drive is operating at an unacceptable level of service for the eastbound approach as a one-way stop-controlled intersection. It is recommended that traffic control improvements be considered.

Short-Term Recommendation - Implement an all-way stop if deemed necessary. If all-way stop control is to be implemented, a channelized southbound right-turn lane is recommended. The turn-lane would need to be constructed to approximately 340' to accommodate for the projected queue length. Utilities and overhead utilities will need moving if construction were to take place. If the one-way stop was to remain in place, the addition of an eastbound right-turn lane is recommended. The turn-lane would need to be constructed to approximately 325' to accommodate for the projected queue. The following figure lays out what the configuration of the intersection may look like.

Long-Term Recommendation - Install a roundabout with a southbound right-turn slip lane. Due to the high percentage of turning movements, this is expected to be the optimal solution. This option provides the highest LOS along with the shortest queue lengths. It is anticipated to be the optimal solution when McDonwell School Road is extended from Westcoat Drive to Pleasant Run Road as being considered in the Comprehensive Plan.

Figure: Potential Turn Lanes



APPENDIX

PHOTOTLOG

LEVEL OF SERVICE ANALYSIS

PHOTOTLOG

Sight Distance North of McDonwell School Road

PHOTOTLOG

Sight Distance South of McDonwell School Road

PHOTOTLOG

Queue on McDownell School Road – AM Peak Hour

LEVEL OF SERVICE ANALYSIS

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	585	83	55	30	39	125
Future Volume (Veh/h)	585	83	55	30	39	125
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	603	86	57	31	40	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	250	104	169			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	104	169			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	15	91	96			
cM capacity (veh/h)	709	950	1409			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	689	88	169
Volume Left	603	57	0
Volume Right	86	0	129
cSH	732	1409	1700
Volume to Capacity	0.94	0.04	0.10
Queue Length 95th (ft)	340	3	0
Control Delay (s)	44.1	5.1	0.0
Lane LOS	E	A	
Approach Delay (s)	44.1	5.1	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	32.6		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	73	167	36	47	789
Future Volume (Veh/h)	164	73	167	36	47	789
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	184	82	188	40	53	887
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	912	496	940			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	912	496	940			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	18	86	74			
cM capacity (veh/h)	225	573	729			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	266	228	940
Volume Left	184	188	0
Volume Right	82	0	887
cSH	277	729	1700
Volume to Capacity	0.96	0.26	0.55
Queue Length 95th (ft)	233	26	0
Control Delay (s)	84.2	10.1	0.0
Lane LOS	F	B	
Approach Delay (s)	84.2	10.1	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	17.2		
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	585	83	55	30	39	125
Future Volume (vph)	585	83	55	30	39	125
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	603	86	57	31	40	129

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	689	88	169
Volume Left (vph)	603	57	0
Volume Right (vph)	86	0	129
Hadj (s)	0.13	0.16	-0.42
Departure Headway (s)	4.8	6.2	5.4
Degree Utilization, x	0.92	0.15	0.26
Capacity (veh/h)	689	564	636
Control Delay (s)	37.2	10.3	10.3
Approach Delay (s)	37.2	10.3	10.3
Approach LOS	E	B	B

Intersection Summary			
Delay	29.9		
Level of Service	D		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	164	73	167	36	47	789
Future Volume (vph)	164	73	167	36	47	789
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	184	82	188	40	53	887

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	266	228	940
Volume Left (vph)	184	188	0
Volume Right (vph)	82	0	887
Hadj (s)	-0.01	0.20	-0.53
Departure Headway (s)	6.2	5.9	4.6
Degree Utilization, x	0.46	0.38	1.00
Capacity (veh/h)	564	588	940
Control Delay (s)	14.4	12.5	53.3
Approach Delay (s)	14.4	12.5	53.3
Approach LOS	B	B	F

Intersection Summary			
Delay	39.6		
Level of Service	E		
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

LANE SUMMARY

Site: AM

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westcoat Dr													
Lane 1[d]	88	3.0	589	0.149	100	7.9	LOS A	0.5	12.8	Full	1600	0.0	0.0
Approach	88	3.0		0.149		7.9	LOS A	0.5	12.8				
North: Westcoat Dr													
Lane 1[d]	169	3.0	1035	0.163	100	5.0	LOS A	0.6	16.0	Full	1600	0.0	0.0
Approach	169	3.0		0.163		5.0	LOS A	0.6	16.0				
West: McDonwell School Rd													
Lane 1[d]	689	3.0	1053	0.654	100	12.9	LOS B	5.5	140.0	Full	1600	0.0	0.0
Approach	689	3.0		0.654		12.9	LOS B	5.5	140.0				
Intersection	945	3.0		0.654		11.0	LOS B	5.5	140.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: PM

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westcoat Dr													
Lane 1[d]	228	3.0	907	0.251	100	6.6	LOS A	1.0	26.0	Full	1600	0.0	0.0
Approach	228	3.0		0.251		6.6	LOS A	1.0	26.0				
North: Westcoat Dr													
Lane 1[d]	939	3.0	904	1.039	100	61.7	LOS F	42.8	1095.4	Full	1600	0.0	0.0
Approach	939	3.0		1.039		61.7	LOS F	42.8	1095.4				
West: McDonwell School Rd													
Lane 1[d]	266	3.0	1041	0.256	100	5.9	LOS A	1.1	27.9	Full	1600	0.0	0.0
Approach	266	3.0		0.256		5.9	LOS A	1.1	27.9				
Intersection	1434	3.0		1.039		42.6	LOS E	42.8	1095.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

HCM Unsignalized Intersection Capacity Analysis
2: McDonwell School Rd & Westcoat Dr

9/16/2015

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	585	83	55	30	39	125
Future Volume (Veh/h)	585	83	55	30	39	125
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	603	86	57	31	40	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		14				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	250	104	169			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	104	169			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	15	91	96			
cM capacity (veh/h)	709	950	1409			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	689	88	169
Volume Left	603	57	0
Volume Right	86	0	129
cSH	810	1409	1700
Volume to Capacity	0.85	0.04	0.10
Queue Length 95th (ft)	255	3	0
Control Delay (s)	29.0	5.1	0.0
Lane LOS	D	A	
Approach Delay (s)	29.0	5.1	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	21.6		
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	73	167	36	47	789
Future Volume (Veh/h)	164	73	167	36	47	789
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	184	82	188	40	53	887
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		14				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	912	496	940			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	912	496	940			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	18	86	74			
cM capacity (veh/h)	225	573	729			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	266	228	940
Volume Left	184	188	0
Volume Right	82	0	887
cSH	326	729	1700
Volume to Capacity	0.82	0.26	0.55
Queue Length 95th (ft)	173	26	0
Control Delay (s)	49.9	10.1	0.0
Lane LOS	E	B	
Approach Delay (s)	49.9	10.1	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	10.9		
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	585	83	55	30	39	125
Future Volume (vph)	585	83	55	30	39	125
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	603	86	57	31	40	129

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total (vph)	689	88	40	129
Volume Left (vph)	603	57	0	0
Volume Right (vph)	86	0	0	129
Hadj (s)	0.13	0.16	0.03	-0.57
Departure Headway (s)	4.4	5.8	5.8	3.2
Degree Utilization, x	0.85	0.14	0.06	0.11
Capacity (veh/h)	805	590	586	1121
Control Delay (s)	26.4	9.7	9.1	6.6
Approach Delay (s)	26.4	9.7	7.2	
Approach LOS	D	A	A	

Intersection Summary			
Delay	21.5		
Level of Service	C		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	164	73	167	36	47	789
Future Volume (vph)	164	73	167	36	47	789
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	184	82	188	40	53	887

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total (vph)	266	228	53	887
Volume Left (vph)	184	188	0	0
Volume Right (vph)	82	0	0	887
Hadj (s)	-0.01	0.20	0.03	-0.57
Departure Headway (s)	4.6	4.8	4.9	3.2
Degree Utilization, x	0.34	0.31	0.07	0.79
Capacity (veh/h)	747	710	681	1121
Control Delay (s)	9.9	9.9	8.3	16.9
Approach Delay (s)	9.9	9.9	16.4	
Approach LOS	A	A	C	

Intersection Summary			
Delay	14.2		
Level of Service	B		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

LANE SUMMARY

Site: AM

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westcoat Dr													
Lane 1[d]	88	3.0	589	0.149	100	7.9	LOS A	0.5	12.8	Full	1600	0.0	0.0
Approach	88	3.0		0.149		7.9	LOS A	0.5	12.8				
North: Westcoat Dr													
Lane 1[d]	40	3.0	1035	0.039	100	3.8	LOS A	0.1	3.4	Full	1600	0.0	0.0
Lane 2	129	3.0	1626	0.079	100	0.0	LOS A	0.0	0.0	Short	340	0.0	0.0
Approach	169	3.0		0.079		0.9	LOS A	0.1	3.4				
West: McDonwell School Rd													
Lane 1[d]	689	3.0	1053	0.654	100	12.9	LOS B	5.5	140.0	Full	1600	0.0	0.0
Approach	689	3.0		0.654		12.9	LOS B	5.5	140.0				
Intersection	945	3.0		0.654		10.3	LOS B	5.5	140.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: PM

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westcoat Dr													
Lane 1[d]	233	3.0	903	0.258	100	6.7	LOS A	1.1	26.9	Full	1600	0.0	0.0
Approach	233	3.0		0.258		6.7	LOS A	1.1	26.9				
North: Westcoat Dr													
Lane 1[d]	54	3.0	900	0.060	100	4.6	LOS A	0.2	5.2	Full	1600	0.0	0.0
Lane 2	907	3.0	1626	0.558	100	0.1	LOS A	0.0	0.0	Short	340	0.0	0.0
Approach	961	3.0		0.558		0.4	LOS A	0.2	5.2				
West: McDonwell School Rd													
Lane 1[d]	272	3.0	1038	0.263	100	6.0	LOS A	1.1	28.9	Full	1600	0.0	0.0
Approach	272	3.0		0.263		6.0	LOS A	1.1	28.9				
Intersection	1467	3.0		0.558		2.4	LOS A	1.1	28.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
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Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

City of Colleyville
City Council
Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number PC-3 **Agenda Date** 11/04/2015
Type Pre Council
Department City Secretary

Title
Discussion of the November 4, 2015, City Council regular agenda items

City of Colleyville
City Council
Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 1 **Agenda Date** 11/04/2015
Type Executive Session
Department City Secretary

Title

Section 551.071 - Legal - Consultation with attorney on legal issues raised by public hearing or action items on the agenda

Section 551.071 - Legal - Consultation with attorney on contemplated litigation (Camden Lock LLC)

Section 551.071 - Legal - Consultation with attorney regarding litigation - Billy McCullough v. City of Colleyville

Section 551.071 - Legal - Consultation with attorney regarding litigation - Michael S. Newman v. City of Colleyville and City of Keller

Section 551.071 - Legal - Consultation with attorney regarding litigation - Village Monticello Partners, LTD. v. City of Colleyville

Section 551.072 - Real Estate - Deliberate the purchase, exchange, lease, or value of real property for City facilities

Section 551.087 – Economic Development - Discuss or deliberate regarding commercial or financial information that the City has received from business prospects that the City seeks to have locate, stay, or expand in the City and with which the City is conducting economic development negotiations; deliberate the offer of a financial or other incentive to a business prospect

Attachments

RESOLUTION R-15-3925

A RESOLUTION APPROVING COUNCIL ACTION REGARDING EXECUTIVE SESSION ITEMS AT THE REGULAR CITY COUNCIL MEETING OF NOVEMBER 4, 2015

WHEREAS, following discussion in Executive Session, and in full accordance with the requirements of the Open Meetings Act, the City Council determines that the following action is in the best interests of the health, safety, and welfare of the public.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ___ AYES, ___ NAYS, AND ___ ABSTENTIONS ON THIS THE 4TH DAY OF NOVEMBER 2015.

ATTEST: **CITY OF COLLEYVILLE**

Amy Shelley, TRMC
City Secretary

David Kelly
Mayor

City of Colleyville
City Council
Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3 **Agenda Date** 11/04/2015
Type Announcements, Proclamations, and Presentations
Department Human Resources

Title
Recognition of the 2015 Wellness Champion Nominees

Attachments
1. 2015 Wellness Champion Nominees

City of Colleyville
2015 Wellness Champion Award
Recognition of Nominees

Dustin Eason
Police

Matthew Foss
Police

Jaime Gutierrez
Public Works

Lance Lindley
Fire

Mary Rodne
Library

Clay Williams
Police

RESOLUTION R-15-3926

A RESOLUTION APPROVING CITY COUNCIL ACTION UNDER CONSENT ITEMS AT THE REGULAR CITY COUNCIL MEETING OF NOVEMBER 4, 2015

WHEREAS, City Council has taken action on certain items on the agenda under Consent Items.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT the agenda decisions approved by City Council action under Consent Items as follows are hereby adopted:

a. Approval of the minutes of the regular City Council meeting of October 20, 2015

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ___ AYES, ___ NAYS, AND ___ ABSTENTIONS ON THIS THE 4TH DAY OF NOVEMBER 2015.

ATTEST: **CITY OF COLLEYVILLE**

Amy Shelley, TRMC
City Secretary

David Kelly
Mayor

City of Colleyville
City Council
Minutes - Draft

City Hall
100 Main Street
Colleyville, Texas 76034
817. 503.1000
www.colleyville.com

Tuesday, October 20, 2015 City Council Chambers

Mayor David Kelly called the Pre Council meeting of the Colleyville City Council to order on October 20, 2015, at 5:30 p.m.

ROLL CALL: Mayor David Kelly, Mayor Pro Tem Mike Taylor, and Councilmembers Chuck Mogged, Jody Short, and Nancy Coplen

Absent: Councilmembers Carol Wollin and Chris Putnam

City Manager Jennifer Fadden, Deputy City Manager Chris Fuller, Assistant City Manager/Director of Public Safety Mike Holder, Fire Chief Brian Riley, Assistant Police Chief Robert Hinton, Communications and Marketing Director Mona Gandy, Human Resources Director Rachel Huitt, Public Works Director Jeremy Hutt, City Engineer Cheryl Taylor, Community Development Director Abra Nusser, Principal Planner Shane Pace, Recreation and Library Director Mary Rodne, Economic Development Director Marty Wieder, Colleyville Center Manager Leslie Hill, Finance Manager Karen Hines, Utility Billing Supervisor Theresa Fox, Parks Manager James Hubbard, Strategic Services Manager Adrienne Lothery, Information Systems Manager Chris Pena, City Attorney Matthew Boyle, and City Secretary Amy Shelley were also present

Mayor Kelly explained that because of subject matter, he would start with PC-1, then move to PC-3, and then recess the Pre Council meeting until after the regular meeting to discuss PC-2. The times noted in the following minutes are reflective of those movements.

PC-1 Discussion and update on the Glade Road Project

Public Works Director Jeremy Hutt presented this item and briefed the City Council. Chad Gartner, TranSystems was also present to answer City Council questions.

Councilmember Mogged asked staff about the shape of the roundabout at Bransford/Glade Road. Director Hutt replied the shape of the roundabout is being dictated by the roadway layout, and the preservation of trees located in this area.

Councilmember Mogged asked staff if those trees are considered heritage trees. Director Hutt replied yes.

Councilmember Mogged asked if there will be a calming effect in the roundabout, for safety and mobility, as seen in other roundabouts in the City. Director Hutt

replied you will be able to traverse faster through this roundabout than some others in the City because of the elongated shape. He stated if the trees were not an issue, the design for this roundabout would be more circular.

Mayor Kelly asked staff if there could be some rumble strips placed, or something else to calm the traffic. Mr. Gartner replied not knowing, he would have to research that option.

Mayor Kelly asked Mr. Gartner if a lane width reduction would help. Mr. Gartner replied the larger vehicles, such as school buses and emergency vehicles, would have difficulty with a smaller lane width.

Councilmember Coplen asked staff if the trees on the northwest corner are scrub trees. Director Hutt replied there are quite a bit in this area. Councilmember Coplen stated she would get the list from staff.

Mayor Kelly asked staff about the queuing from Bransford Road into the elementary school. Mr. Gartner replied the turn has actually been extended into the school, 160 foot in the southbound left turn lane.

Mayor Kelly asked Mr. Gartner about how many cars can stack in this queuing area. Mr. Gartner replied about six or eight cars.

Mayor Kelly asked Mr. Gartner what happens to the extra lane. Mr. Gartner replied the extra lane is tapered down before the school driveway with striping. Director Hutt stated staff is looking to maximize the turn lane.

Councilmember Mogged asked staff about the section east of the roundabout from the current four lanes to two lanes. Director Hutt replied there are no pavement changes, just changes in lane striping, within the existing pavement.

Councilmember Mogged stated this roundabout will not have a dedicated right turn lane. Director Hutt concurred.

Councilmember Short asked staff why this plan is a change from the more traditional roundabout with a dedicated right turn lane. Director Hutt replied the characteristics and public feedback helped to dictate the design. He stated staff did not want to impact the trees along the corner which, in turn, led to this proposed unique roundabout.

Councilmember Short asked staff if the constraint of the trees was the driving design factor, is the vehicle passage considered. Director Hutt replied a large factor was the trees, and truck aprons have been designed to accommodate the larger trucks.

Councilmember Short asked Mr. Gartner if we want to accommodate the largest vehicle on the road, or do we need to take a step back. Mr. Gartner replied no; however, we do want to be able to get them through this intersection if they come through. He stated the truck aprons are made of materials such as crushed granite, to not ruin any landscaping. Mayor Kelly stated emergency vehicles should be able to maneuver around the roundabout.

Councilmember Short stated a completely mountable center would allow for large vehicles, and it will create a smaller roundabout, which will not impact the trees. Mr. Gartner replied such as a mini-roundabout.

Mayor Pro Tem Taylor asked staff about the width of the roundabout at Glade/Pool Road; and John McCain/Pleasant Run Road. Director Hutt replied the outside diameter for Glade/Pool Road is 103 feet at Glade/Pool Road; and 105 feet at John McCain/Pleasant Run Road; Glade/Bransford Road is 108 feet, and 240 feet at the wider section.

Mayor Pro Tem Taylor asked staff about the specific reason the shape is oval and not round. Mayor Kelly answered to save the trees. Director Hutt added the roadway sections of Bransford Road do not line up either, which creates this issue as well.

Councilmember Mogged asked staff if the trees are close to the end of their lifetime. Councilmember Coplen answered those trees could live 100 years.

Councilmember Short asked staff if there is a risk of damaging the trees, given the proximity of construction. Director Hutt replied there is a possibility of having an impact on those trees.

Mayor Kelly asked Mr. Gartner if other cars/trucks could drive through the mountable portion of the roundabout. Mr. Gartner replied yes.

Councilmember Mogged applauded the efforts to save the trees.

Councilmember Short asked staff how much is being pushed into the northeast corner. Director Hutt replied it will affect the parking area.

Councilmember Short asked staff if the design is trying to minimize this impact as well. Director Hutt replied yes.

Councilmember Short suggested looking at pushing into that property to expand. Director Hutt replied staff can look at those impacts further.

Mayor Pro Tem Taylor asked Mr. Gartner if the roundabout could be moved more northwest into the open area. Mr. Gartner stated pushing to the northwest, there

is a pinch-point with getting between the roadways, given that Bransford Road does not exactly line up.

Councilmember Short asked staff if there are trails proposed for both the north and south sides of Glade Road from Bransford Road to SH26. Director Hutt replied yes.

Councilmember Short stated the trail on the north side could be minimized, or narrower, than the south side, to minimize the right-of-way impacts.

Councilmembers agreed on the design of the roundabout at Glade/Bransford Road, but asked staff to look at traffic calming features.

Councilmember Mogged asked staff if an eight foot trail on the north side will make a difference. Director Hutt replied yes, and it has not been determined in the refinement of the plan where the trail reductions can be made. Councilmember Coplen suggested narrowing the sidewalk when available.

Mayor Kelly stated not seeing this north section of the trail being a major factor for the children coming from the east side of SH26, as they are not currently crossing over. Councilmember Coplen stated the south side is more of an impact. Mayor Kelly stated it is more for planning for the future.

Councilmember Short asked staff if there are sidewalks outside of easements. Director Hutt replied yes, some missed the property lines slightly. Mayor Kelly stated he would like a viable sidewalk width.

Councilmembers agreed to maximize the sidewalk width from SH26 to Bransford, but to minimize the sidewalk width to six feet where beneficial.

Councilmember Mogged asked staff when another update will be scheduled. Director Hutt replied a formal presentation will be made in February.

Mayor Kelly asked if the trees along the roadway at the Bidault house are hackberry trees. Parks Manager James Hubbard replied some are hackberry trees.

Councilmember Coplen asked staff if the property owners have been approached about the driveway entrance at the southwest corner. Director Hutt replied letters have been sent to the property owners about the proposed driveway.

Councilmember Short asked staff if the property owners at the corner of Glade Road and Stafford have been approached regarding their driveway. Director Hutt replied yes, they were contacted originally; however, he stated they have not been contacted since the design plans have been made.

Councilmember Mogged asked Mr. Gartner if the centerline has been shifted to accommodate the property line for the property at the corner of Glade Road and Stafford. Mr. Gartner replied it has been shifted to the north, and also has right-of-way been dedicated from the south.

Mayor Kelly stated if right-of-way becomes an issue, the sidewalk can be placed against the curb.

Councilmember Mogged asked Mr. Gartner if issues can be avoided if we stay with two lanes versus two with a turn lane. Mr. Gartner replied the direction was given for a three lane section from Bluebonnet Drive to SH26, through the commercial area. He added the left turn lane at Stafford introduces the third lane.

Councilmember Short stated he did not believe there to be a need for the turn lane, but maybe a median.

Mayor Kelly stated we need to prepare for future development with a viable width, whether or not it is striped at this time or not.

Councilmember Short asked staff if they had identified the need for the turn lane at Stafford. Mayor Kelly stated the width is there now to accommodate it.

Councilmember Coplen stated she noticed no left turn lane onto Manning. Mr. Gartner replied the thought was to have one either at Stafford or at Manning, but not both.

Councilmember Mogged asked staff about the setbacks at Rose Street and Glade Road. Director Hutt replied those are tied to the property line, and based on preliminary design, it may be a six foot trail at the back of curb. Councilmember Coplen suggested going smaller. Councilmembers concurred.

Mayor Kelly asked staff if state law requires a three foot minimum width for sidewalks. Director Hutt replied a minimum clearance of 36 inches is required, with a passing lane at every 200 feet. He added the Colleyville standard for an arterial or collector roadway is a five foot minimum, and that is what is being proposed.

Mayor Kelly asked staff if the minimum is constructed, and someone wants to plant a tree or a mailbox, would they then be in violation of the impact of not having enough clearance. Director Hutt replied yes. Mayor Kelly stated the five foot minimum standard takes away any threat of being in the clearance requirements.

Councilmember Coplen asked staff why the low level pedestrian lighting is necessary. Mayor Kelly stated it is an added amenity for people walking at night. Councilmember Coplen stated not being excited about that because of the impact

to the residents. Director Hutt replied it can be removed if there is a consensus of the City Council.

Councilmember Short asked Councilmember Coplen if she is good with the lighting at the intersections. Councilmember Coplen replied yes; she stated the low level pedestrian lighting takes away from the country feel.

Mayor Kelly stated it is complete darkness between some stretches of intersections. Councilmember Coplen stated it is her opinion that it is not needed.

Mayor Pro Tem Taylor stated the trees block the street lights. He stated it is needed along certain areas, but not along the entire corridor.

Councilmember Mogged asked staff if there are examples of pedestrian lighting. Mayor Kelly answered yes.

Mayor Pro Tem Taylor asked staff about in-line crosswalks. Director Hutt replied the crosswalks will be signed appropriately and striped. He stated the proposed locations for Glade Road are at the roundabouts at Riverwalk Drive, Bransford Road and SH26.

Mayor Pro Tem Taylor asked staff if there will be embedded lights that will flash when crossing. Director Hutt replied that is not currently in the scope.

Mayor Kelly stated the embedded lights are not as effective as the pole lights.

Mayor Kelly suggested staff should look at the longer stretches between crosswalks, and see where some may be appropriate. Mr. Gartner suggested intermittent crossings. Mayor Pro Tem Taylor suggested the Cranbrook and Montclair area as well. He stated there are a lot of trees in this area. Mayor Kelly stated once the roadway is in place, the crosswalks may become more evident.

Mayor Kelly asked staff if the raised curb medians are not landscaped, just elevated. Director Hutt replied correct.

Councilmember Short stated being concerned about the right-turn lane at the Roberts Road intersection. He suggested staff look at the cost and benefit of that element. Director Hutt concurred.

Mayor Kelly reconvened the Pre Council meeting at 8:31 p.m.

PC-2 Discussion of the intersection of Glade Road and Prestwick Drive/Roberts Road

Public Works Director Jeremy Hutt presented this item and briefed the City Council.

Councilmember Mogged asked staff about the visibility. Director Hutt replied it is estimated at 285 feet.

Councilmember Mogged asked staff if half of that visibility is currently available. Director Hutt replied yes, depending on the vehicle. Councilmember Mogged stated that is a great improvement.

Councilmember Short asked staff if there would be any positive off-sets down the road by completing these improvements now. Director Hutt replied it is unknown at this point.

Mayor Pro Tem Taylor asked about the traffic accident or count that warranted this intersection improvement. Director Hutt replied he did not know the exact numbers or there being a triggering mechanism.

Councilmember Coplen stated if trying to turn left into Prestwick Park, any vehicle in that lane, blocks visibility. Mayor Kelly asked if you can wait a few minutes to have an open view. Councilmember Coplen replied yes.

Mayor Kelly stated there have not been any accidents at this intersection. Councilmember Coplen stated this is the only four way intersection where there is nothing at it. Mayor Kelly stated these improvements are being considered with Phase 3.

Mayor Pro Tem Taylor stated he has had one complaint, but generally there has not been an issue with this intersection. He stated it may be nice to do the improvements now, but it is not an immediate priority.

Mayor Pro Tem Taylor asked staff about the cost. Director Hutt replied the current estimate is $55,000 to complete the modification.

Councilmember Coplen asked staff if the final design would be seen next summer. City Manager Jennifer Fadden replied during the third quarter of 2016.

Councilmember Short asked staff if the tapered approach would be less expensive. Director Hutt replied the cost for both would be about the same.

Councilmember Short stated if providing the improvements now has a positive off-set with later construction or the design plan, it should be done now, with the tapering at the front. He stated having a concern of doing improvements now that will be undone later.

Councilmember Short asked staff if a lack of visibility had been identified. Director Hutt replied yes, a reduced site distance has been identified, particularly when larger vehicles are in place.

Councilmember Mogged stated he does not want to spend money unnecessarily. He stated he wants to do what works and fixes the problem. He believes this affects more than one person.

Mayor Pro Tem Taylor asked staff if the lower curb, like at the Copperglen Subdivision, can be done here. Director Hutt replied it could be done; however, it will cost more than the intermediate improvement.

City Manager Jennifer Fadden asked staff if these improvements are to be done now, will it be incorporated in the next program of work (Phase 3 final design) that we are going to engage TranSystems to conduct. Director Hutt replied yes, if we want to pursue the modifications, staff will work with TranSystems to try to figure out where to include these improvements, and how they will coincide with the Phase 3 final design.

City Manager Jennifer Fadden asked City Council if they would like to incorporate this intersection improvement during Phase 3's design. Councilmembers agreed.

Mayor Kelly adjourned the Pre Council meeting at 9:03 p.m.

PC-3 Presentation and discussion regarding Colleyville water usage

Strategic Services Manager Adrienne Lothery presented this item and briefed the City Council.

Mayor Kelly asked staff if the presentation is reflective of water usage for the entire City. Manager Lothery replied yes.

Councilmember Short asked staff if water usage is due to personal habits and preference. Manager Lothery replied yes. Councilmember Mogged added it could be a leak in an irrigation system and pool problems. Councilmember Coplen added some are watering their yards more than twice a week, and others have adhered to the previous watering restrictions.

Councilmember Short asked staff if the examples provided were based on similar lot sizes. Manager Lothery replied staff provided examples as close as possible to each other.

Mayor Kelly asked staff if there will be a posting of this information on the website. Manager Lothery replied yes, this information will be communicated.

PC-4 Discussion of the October 20, 2015, City Council regular agenda items

There was no discussion of this item.

Mayor Kelly recessed the Pre Council meeting at 6:53 p.m.

The regular meeting of the Colleyville City Council was called to order by Mayor Kelly at 7:30 p.m.

ROLL CALL: Mayor David Kelly, Mayor Pro Tem Mike Taylor, and Councilmembers Chuck Mogged, and Nancy Coplen

Absent: Councilmembers Carol Wollin and Chris Putnam

City Manager Jennifer Fadden, Deputy City Manager Chris Fuller, Assistant City Manager/Director of Public Safety Mike Holder, Fire Chief Brian Riley, Assistant Police Chief Robert Hinton, Communications and Marketing Director Mona Gandy, Human Resources Director Rachel Huitt, Public Works Director Jeremy Hutt, City Engineer Cheryl Taylor, Community Development Director Abra Nusser, Principal Planner Shane Pace, Recreation and Library Director Mary Rodne, Economic Development Director Marty Wieder, Colleyville Center Manager Leslie Hill, Finance Manager Karen Hines, Parks Manager James Hubbard, Strategic Services Manager Adrienne Lothery, Information Systems Manager Chris Pena, City Attorney Matthew Boyle, and City Secretary Amy Shelley were also present

1. EXECUTIVE SESSION - In accordance with Texas Government Code, Chapter 551, Subchapter D

Section 551.071 - Legal - Consultation with attorney on legal issues raised by public hearing or action items on the agenda

Section 551.071 - Legal - Consultation with attorney on contemplated litigation (Camden Lock LLC)

Section 551.071 - Legal - Consultation with attorney regarding litigation - Billy McCullough v. City of Colleyville

Section 551.071 - Legal - Consultation with attorney regarding litigation - Michael S. Newman v. City of Colleyville and City of Keller

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Section 551.072 - Real Estate - Deliberate the purchase, exchange, lease, or value of real property for City facilities

Section 551.087 – Economic Development - Discuss or deliberate regarding commercial or financial information that the City has received from business prospects that the City seeks to have locate, stay, or expand in the City and

with which the City is conducting economic development negotiations; deliberate the offer of a financial or other incentive to a business prospect

Mayor Kelly explained the Executive Session had been called in accordance with the Texas Government Code, Chapter 551, Subchapter D, Section 551.071, Legal, Section 551.072, Real Estate, and Section 551.087, Economic Development. He further explained there would be no decisions made or action taken during this time. The meeting was recessed at 6:53 p.m. and reconvened at 6:54 p.m.

INVOCATION: Associate Pastor Kyle Bauman, Bear Valley Church

PLEDGE OF ALLEGIANCE: City Attorney Matthew Boyle

2. EXECUTIVE SESSION READING AND PUBLIC HEARING: CONSIDER AND TAKE ANY ACTION(S) NECESSARY RELATIVE TO ITEMS DISCUSSED IN EXECUTIVE SESSION - Resolution R-15-3920

This resolution was not needed.

3. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS
Announcements of civic and charitable events
Presentation of calendar events and updates
Announcements of awards and recognition

Mayor Kelly expressed his appreciation to Mayor Pro Tem Taylor and Councilmember Short for their representation of Colleyville at the annual Grapefest Mayor's Stomp, and announced their victory.

Mayor Kelly expressed his appreciation to staff for the Haunted Trails Event.

Councilmember Coplen encouraged everyone to participate in the upcoming Pumpkin Dash on Saturday, November 7, 2015 from 3:00 – 5:00 p.m. along the Cottonbelt Trail.

In recognition of Colleyville's featured business - Aaron Brothers Art & Framing, General Manager Bert Garcia, 4709 Colleyville Boulevard - Mayor David Kelly and Economic Development Director Marty Wieder

Mayor David Kelly and Economic Development Director Marty Wieder introduced Bert Garcia, General Manager, Aaron Brothers Art and Framing. Mr. Garcia thanked the Mayor and City Council for the recognition.

4. CONSENT: READING AND PUBLIC HEARING- Resolution R-15-3921

4a Approval of the minutes of the regular City Council meeting of October 5, 2015

4b Approval of an Interlocal Agreement and funding for the Metroport Teen Court Program

4c Approval of a contract with Digital Resources, Inc., through the TIPS/TAPS Cooperative Purchasing Program, in an amount not to exceed $191,377, for the upgrade and replacement of audio visual technology at the Colleyville Center, and authorize the city manager to execute the agreement

4d Approval to retire and trade-in a fire apparatus for acceptance of a new fire apparatus lease/purchase, and authorize the city manager to release the vehicle title

4e Approval to use Voluntary Park Funds for three projects in a total combined amount not to exceed $39,500

4f Approval to use Park Land Dedication Fund monies in an amount not to exceed $120,000, for the construction of the Cotton Belt Trail - Phase III project

4g Approval of a contract with C. Green Scaping, LP, for construction of the Cotton Belt Trail - Phase III project, in an amount not to exceed $341,133.10, and authorize the city manager to execute the contract

Mayor Kelly read Resolution R-15-3921 in its entirety.

Parks Manager James Hubbard presented items 4e, 4f, and 4g, and briefed City Council.

Mayor Pro Tem Taylor asked staff if the cost is reflective of the scope of the work. Manager Hubbard replied yes, and he explained the bids received for this project.

Mayor Pro Tem Taylor stated it will be another amenity to the parks system, and may benefit any future development for this area. Mayor Kelly agreed.

Councilmember Mogged stated it is a good value for the money being spent.

Mayor Kelly opened the public hearing at 7:46 p.m.

There was no one present wishing to speak and Mayor Kelly closed the public hearing at 7:46 p.m.

Mayor Kelly made a motion to approve Resolution R-15-3921. Mayor Pro Tem Taylor seconded the motion.

The motion to approve carried by the following vote:

Aye: 5 - Mayor David Kelly, Mayor Pro Tem Mike Taylor, and Councilmembers Chuck Mogged, Jody Short, and Nancy Coplen

Absent: 2 – Councilmembers Carol Wollin and Chris Putnam

5. ORDINANCE(S): SECOND READING AND PUBLIC HEARING

5a Ordinance O-15-1971

Consideration of an amendment to the PUDC-Planned Unit Development Commercial zoning district on Lots 2, 53, and 54, of the Village at Colleyville, located at 18, 20, and 26 Main Street, Case ZC15-016

Mayor Kelly read the caption of Ordinance O-15-1971.

There was no update needed from staff.

Mayor Kelly opened the public hearing at 7:47 p.m.

Jeff Polk, applicant, and Steve Early, owner, presented this item and briefed City Council.

There were no others present wishing to speak and Mayor Kelly closed the public hearing at 7:54 p.m.

Mayor Kelly stated he struggles with the off-set of the building from the street that is taking away from the integrity and character of the Village. He stated parallel parking has not been an issue with elderly patrons in the Village. He added he believes others will begin to ask for the same revisions to parking. Mr. Polk stated the building will appear to be closer to the street given the proposed design, and Lots 53 and 54 are open space lots, adjacent to the building. He added handicap parking will be available to the rear of the building; however, most patrons will use the front entrance.

Councilmember Short stated if this configuration makes the business work, he stated not having an issue with it.

Mayor Pro Tem Taylor stated angled parking exists in the Village, and it works; therefore, he supports it.

Councilmember Mogged stated he appreciated their input for the safety concerns, and stated he supports this as well.

Mayor Kelly stated currently in the ordinance, if the trees die, within three years, they are mitigated, but may not have to be placed on site. Director Nusser concurred. Mayor Kelly stated he would prefer for trees to always be there, and replaced with at least four caliper inches or greater. Mr. Polk agreed.

Mayor Kelly stated he wants the trees to be replaced in the same spot in which the trees died. Director Nusser stated given the size of the existing trees, and then to replant with the same caliper inches, may not be possible to plant in the existing spots. She explained the Planning and Zoning Commission suggested replanting the parkway, then use the remaining inches to be planted on the front open space lots.

Mayor Pro Tem Taylor agreed it would be on the subject property. Councilmember Coplen stated the ordinance is worded as such as well.

Mayor Kelly stated he is not as concerned about mitigating additional inches versus always having trees which are at least three or four inch in caliper, as long as there are always trees in those spots. Director Nusser stated the code requires six inch caliper trees. He stated he wants to ensure there are always good sized trees in these spots.

Mayor Pro Tem Taylor asked Mr. Polk if he has had any thought to adding more trees to the open space lots. Mr. Polk replied yes, and added that a landscape plan has been submitted, with a tree in that location which will enhance that area. He stated the Village Owners Association has interest in us making the enhancement to the open space.

Mayor Kelly asked staff about the size of the existing trees. Director Nusser replied 12 inch caliper trees; however, Mr. Polk states they are nine inches.

Mayor Kelly made a motion to approve Ordinance O-15-1971 with an amendment to add should the trees be removed, destroyed, or critically altered within three years of the date of issuance of the building permit for the project at 26 Main Street, they shall be mitigated by replanting the same number of caliper inches, minimum four-inch caliper in size, in the landscape islands in the parking area on Main Street. If additional space is needed for replanting additional caliper inches in order to meet mitigation requirements after the landscape islands in the parking area on Main Street are replanted, the open space area at the northwest corner of Main Street and Mission Lane must be utilized. The replacement trees shall be of similar size and species to the existing trees to the best of availability. There shall always be one tree, minimum four-inch caliper in size, in each of the five landscape areas in the parking along Main Street between Mission Lane and Pleasant Run Road. Should trees be removed, destroyed, or critically altered after three yea of the date of issuance of the building permit for the project at 26 Main Street, they shall be mitigated by

replanting the same number of caliper inches in the landscape islands in the parking area on Mains Street at the time the trees are removed, destroyed, or critically altered. Councilmember Mogged seconded the motion.

The motion to approve carried by the following vote:

Aye: 5 - Mayor David Kelly, Mayor Pro Tem Mike Taylor, and Councilmembers Chuck Mogged, Jody Short, and Nancy Coplen

Absent: 2 – Councilmembers Carol Wollin and Chris Putnam

6. RESOLUTION(S): READING AND PUBLIC HEARING

6a Resolution R-15-3922

Consideration of an appointment to the Colleyville Tree Board

Mayor Kelly read Resolution R-15-3922 in its entirety.

Mayor Kelly opened the public hearing at 8:11 p.m.

There was no one present wishing to speak and Mayor Kelly closed the public hearing at 8:11 p.m.

Mayor Kelly asked staff if they reached out to the Colleyville Garden Club for an appointment. Parks Manager James Hubbard replied he had not reached out to the Colleyville Garden Club nor had he reached out to Keep Colleyville Beautiful. He stated Keep Colleyville Beautiful reached out to him for the filling of the vacancy.

Mayor Kelly asked staff if the board is made up of three Parks and Recreation Advisory Board members and three Keep Colleyville Beautiful and/or Colleyville Garden Club members. Manager Hubbard replied yes. Mayor Kelly stated he would like an appointment from the Colleyville Garden Club.

Mayor Kelly stated he will move forward with this appointment; however, he stated he would like for staff to take a look at the Tree Board, in general, and consider adding the future forester or arborist, to diversify the group.

Mayor Kelly made a motion to approve Resolution R-15-3922, appointing Ryan Milakovich to the Colleyville Tree Board to fill an unexpired term to December 2015. Councilmember Mogged seconded the motion.

The motion to approve carried by the following vote:

Aye: 5 - Mayor David Kelly, Mayor Pro Tem Mike Taylor, and Councilmembers Chuck Mogged, Jody Short, and Nancy Coplen

Absent: 2 – Councilmembers Carol Wollin and Chris Putnam

6b Resolution R-15-3923
Approval of a Master Tax-Exempt Lease/Purchase Agreement with Leasing 2, Inc., for the lease/purchase of a 2016 Pierce Fire Engine, in an amount not to exceed $485,000

Mayor Kelly read Resolution R-15-3923 in its entirety.

Fire Chief Brian Riley presented this item and answered questions or the City Council.

Mayor Kelly asked staff if all other apparatus are manufactured by Pierce. Chief Riley replied yes.

Mayor Kelly asked staff if this new apparatus will have foam capabilities. Chief Riley replied yes.

Mayor Kelly expressed his appreciation to staff for getting $17,000 for the Quint trade-in.

Mayor Kelly opened the public hearing at 8:21 p.m.

There was no one present wishing to speak and Mayor Kelly closed the public hearing at 8:21 p.m.

Councilmember Mogged asked staff why the Mayor will execute this agreement versus having the city manager execute it. Mayor Kelly replied that leasing agreements are usually executed by the Mayor. He stated the city manager does execute other agreements, where necessary.

Mayor Pro Tem Taylor asked staff if the air conditioners on the vehicles are maintained. Chief Riley replied yes.

Mayor Kelly made a motion to approve Resolution R-15-3923. Mayor Pro Tem Taylor seconded the motion.

The motion to approve carried by the following vote:

Aye: 5 - Mayor David Kelly, Mayor Pro Tem Mike Taylor, and Councilmembers Chuck Mogged, Jody Short, and Nancy Coplen

Absent: 2 – Councilmembers Carol Wollin and Chris Putnam

7. CITIZEN COMMENTS/PRESENTATIONS REGARDING ITEMS NOT ON THE AGENDA

Terry Hanson, 4904 Prestwick Park, spoke regarding the proposed improvements at the intersection of Prestwick Drive and Glade Road. He stated being in favor of these improvements.

8. REPORTS

Park Land Dedication Committee Meeting Minutes - October 1, 2014
Parks and Recreation Advisory Board Meeting Minutes - July 6, 2015
Library Board Meeting Minutes - August 10, 2015
Monthly Financial Report - September 2015

There was no discussion of this item.

9. ACTION/RESOLUTION: DISCUSSION AND CONSIDERATION OF A RESOLUTION RATIFYING COUNCIL AGENDA ACTION FOR OCTOBER 20, 2015 - READING AND PUBLIC HEARING - RESOLUTION R-15-3924

This resolution was not needed.

10. ADJOURNMENT

There being no further business before the City Council, Councilmember Coplen motioned to adjourn. Mayor Kelly seconded.

Mayor Kelly adjourned the meeting at 8:26 p.m. and reconvened the Pre Council meeting in the Executive Conference Room.

APPROVED BY A VOTE OF __ AYES, __ NAYS, AND __ ABSTENTIONS ON THIS THE 4TH DAY OF NOVEMBER 2015.

Minutes taken and prepared by:

Amy Shelley, TRMC
City Secretary

RESOLUTION R-15-3927

A RESOLUTION APPROVING CITY COUNCIL ACTION UNDER BUSINESS AT THE REGULAR CITY COUNCIL MEETING OF NOVEMBER 4, 2015

WHEREAS, City Council has taken action on certain items on the agenda under Business.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ___ AYES, ___ NAYS, AND ___ ABSTENTIONS ON THIS THE 4TH DAY OF NOVEMBER 2015.

ATTEST: **CITY OF COLLEYVILLE**

Amy Shelley, TRMC
City Secretary

David Kelly
Mayor