AGENDA

City of Lucas
City Council Special Meeting
August 29, 2019
7:05 PM

(or immediately following the Lucas Fire Control, Prevention and EMS District meeting)

City Hall – Council Chambers
665 Country Club Road – Lucas, Texas

Notice is hereby given that a special meeting of the Lucas City Council will be held on Thursday, August 29, 2019 at 7:05 pm (or immediately following the Lucas Fire Control, Prevention and EMS District meeting) at Lucas City Hall, 665 Country Club Road, Lucas, Texas 75002-7651 at which time the following agenda will be discussed. As authorized by Section 551.071 of the Texas Government Code, the City Council may convene into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any item on the agenda at any time during the meeting.

Call to Order

- Roll Call
- Determination of Quorum
- Reminder to turn off or silence cell phones
- Pledge of Allegiance

Citizen Input

The Citizen Input portion of the agenda is an opportunity for the public to address the City Council on any subject. By completing a "Request to Speak" form and submitting to the City Secretary, citizens have an opportunity to speak at the City Council meeting. However, in accordance with the Texas Open Meetings Act, the City Council cannot discuss issues raised or make any decisions but may refer items to City Staff for research and possible inclusion on a future agenda.

1. Citizen Input **(Mayor Jim Olk)**

Community Interest

Pursuant to Section 551.0415 of the Texas Government Code, the City Council may report on the following items: 1) expression of thanks, congratulations or condolences; 2) information about holiday schedules; 3) recognition of individuals; 4) reminders about upcoming City Council events; 5) information about community events; and 6) announcements involving imminent threat to public health and safety.

2. Items of Community Interest. **(Mayor Jim Olk)**

Consent Agenda

All items listed under the consent agenda are considered routine and are recommended to the City Council for a single vote approval. If discussion is desired, an item may be removed from the consent agenda for a separate vote.

3. Consent Agenda:

   3A. Consider amending the Fiscal Year 18/19 budget 11-4914 insurance proceeds in the amount of $6,295.36 and associated expense account 11-6212-232 Vehicle Maintenance

for property damage repairs for the hailstorm that occurred on March 25, 2019. **(Development Services Director Joe Hilbourn)**

3B. Consider amending FY 2018-2019 budget by appropriating $27,806 from unrestricted Water Fund reserves to account 51-6400-233 Repairs and Maintenance Water Systems for repair and replacement of burned out pumps and faulty clay valves damaged during peak water volume usage consumed during the months of July and August. **(Development Services Director Joe Hilbourn)**

Regular Agenda

4. Consider approving a City-sponsored fall parade event on Saturday, October 19, 2019. **(City Manager Joni Clarke)**

5. Consider approving Resolution R-2019-08-00488 supporting 1) the reconstruction of the intersection of FM 1378 and FM 3286; 2) a TxDOT study and consideration of the roundabout at said intersection; and 3) providing for an effective date. **(Mayor Pro Tem Kathleen Peele)**

6. Consider adopting Ordinance 2019-08-00898 approving the budget for fiscal year beginning October 1, 2019 and ending September 30, 2020. **(Finance Director Liz Exum)**

7. Consider adopting Ordinance 2019-08-00899 of the City of Lucas, Texas, levying Ad Valorem Taxes for the Tax Year 2019 (Fiscal Year 2019-2020) at a rate of $0.303216 per one hundred ($100) assessed valuation on all taxable property within the corporate limits of the City of Lucas as of January 1, 2019. **(Finance Director Liz Exum)**

Executive Session Agenda

Pursuant to Section 551.071 of the Texas Government Code, the City Council may convene into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney regarding any item on the agenda at any time during the meeting. This meeting is closed to the public as provided in the Texas Government Code.

8. Pursuant to Section 551.072 of the Texas Government Code, the City Council will convene into Executive Session to deliberate the purchase of real property located within the City of Lucas.

9. Reconvene from Executive Session and take any action necessary as a result of the Executive Session.

10. Adjournment.

Certification

I do hereby certify that the above notice was posted in accordance with the Texas Open Meetings Act on the bulletin board at Lucas City Hall, 665 Country Club Road, Lucas, TX 75002 and on the City's website at www.lucastexas.us on or before 5:00 p.m. on August 23, 2019.

Stacy Henderson, City Secretary

In compliance with the American with Disabilities Act, the City of Lucas will provide for reasonable accommodations for persons attending public meetings at City Hall. Requests for accommodations or interpretive services should be directed to City Secretary Stacy Henderson at 972.912.1211 or by email at shenderson@lucastexas.us at least 48 hours prior to the meeting.

Item No. 01

City of Lucas
City Council Agenda Request
August 29, 2019

Requester: Mayor Jim Olk

Agenda Item Request

Citizen Input

Background Information

NA

Attachments/Supporting Documentation

NA

Budget/Financial Impact

NA

Recommendation

NA

Motion

NA

Item No. 02

City of Lucas
City Council Agenda Request
August 29, 2019

Requester: Mayor Jim Olk

Agenda Item Request

2. Items of Community Interest.

Background Information

NA

Attachments/Supporting Documentation

NA

Budget/Financial Impact

NA

Recommendation

NA

Motion

NA

Item No. 03

City of Lucas
Council Agenda Request
August 29, 2019

Requester: Development Services Director Joe Hilbourn

Agenda Item Request

3. Consent Agenda:

   A. Consider amending the Fiscal Year 18/19 budget 11-4914 insurance proceeds in the amount of $6,295.36 and associated expense account 11-6212-232 Vehicle Maintenance for property damage repairs for the hailstorm that occurred on March 25, 2019.

   B. Consider amending FY 2018-2019 budget by appropriating $27,806 from unrestricted Water Fund reserves to account 51-6400-233 Repairs and Maintenance Water Systems for repair and replacement of burned out pumps and faulty clay valves damaged during peak water volume usage consumed during the months of July and August.

Background Information

Agenda Item 3B:

During the large volume consumption months of July and August, the City experienced two pumps that burned out as well as two faulty clay valves that require replacement. Clay valves serve two essential purposes in a water system: first, they will not open until a predetermined pressure is reached, and secondly, they open and close slowly placing less stress on the water system during operation.

Attachments/Supporting Documentation

1. Estimates/bills for pump and valve repairs

Budget/Financial Impact

Appropriation of $27,806 from unrestricted Water Fund reserves.

Recommendation

City Staff recommends approval of the Consent Agenda.

Motion

I make a motion to approve the Consent Agenda as presented.

Legacy Contracting, LP dba

Control Specialist Services, LP
PO Box 1479
Decatur, TX 76234

Invoice

Date	Invoice #
8/12/2019	19-5867-01

Bill To
City of Lucas 665 Country Club Road Lucas, TX 75002

P.O. No.	Terms	Project
	UPON RECEIPT	19-5867

Quantity	Description	Rate	Amount
	New McGarrity Pump Station - Pump #3 Rebuild		
	Pull #3 pump and bring to shop. Send to Brandon & Clark for machining and rebuild. Pick up pump from Brandon & Clark. Install pump #3. Requested City test pump. Rotation was wrong. Rewire then retest. Pump operated properly.		
8	Service jobs Labor reg hrs-Lead	90.00	720.00
1	Service job labor overtime/after hrs-Lead	135.00	135.00
8	Service jobs labor reg hrs-Helper	60.00	480.00
1	Service job labor overtime/after hrs-Helper	90.00	90.00
	Materials - Non Taxable	8,008.16	8,008.16
2	Equipment - Truck Charge Flat Rate	200.00	400.00

Total $9,833.16

Phone #	940-626-1415	Fax #	940-626-1486

ESTIMATE

Legacy Contracting, L.P.
Dba Control Specialist Services, L.P.
PO Box 1479
Decatur, TX 76234
www.csi5.com

DATE: August 13, 2019

To: Lucas
Location: North pump station #1 Cla Val
Attn: Jeremy

This estimate includes the following services:

- Rebuild existing Cla Val

Material

1-	1 new 100-04 main valve kit rubber goods #20210902A	$ 365.00
2-	1 new 3 way 102C-3H #20499601D	$ 698.00
3-	1 new CS3SM 120/60 NO 1/8" #7507051G	$ 383.00
Labor		$ 1,200.00
Truck		$ 200.00

Total $ 2,846.00

Note: price is an estimate due to any unforeseen developments
Note: price does not include any unforeseen parts or labor
Note: price does not include freight pre pay & add
Note: delivery can be made in 1 to 3 weeks (California)
Note: estimate does not include original call out

EXCLUSIONS:
Bypassing of station and/or operating of city valves. It is the responsibility of the city to provide safe working conditions.

If extra labor or materials not described above are required due to unforeseen problems the owner will be notified for approval before work is completed. This ESTIMATE is good for 30 days from the date referenced above. We thank you for considering Control Specialist Services for your service needs.

Please call if you have any questions.

Sincerely,

Ray Reaves

ESTIMATE

Legacy Contracting, L.P.
Dba Control Specialist Services, L.P.
PO Box 1479
Decatur, TX 76234
www.csi5.com

DATE: August 19, 2019

To: Lucas
Location: new McGarity #2 rebuild
Attn: Jeremy

This estimate includes the following services:

- Complete recondition
- New bearings
- New seal

Material

1-	Recondition stator	
2-	Balance rotor	
3-	Replace bearings	
4-	Machine pump sleeve	
5-	Replace upper mechanical seal	
6-	Replace lower mechanical seal	
7-	Test at full voltage	$ 5,372.00
Labor to pull		$ 600.00
Labor to reinstall		$ 1,200.00
Trucks		$ 600.00

Total $ 7,772.00

Note: price is an estimate due to any unforeseen developments
Note: price does not include any unforeseen parts or labor
Note: price does not include freight pre pay & add
Note: delivery can be made in 1 to 2 weeks

EXCLUSIONS:
Bypassing of station and/or operating of city valves. It is the responsibility of the city to provide safe working conditions.

If extra labor or materials not described above are required due to unforeseen problems the owner will be notified for approval before work is completed. This ESTIMATE is good for 30 days from the date referenced above. We thank you for considering Control Specialist Services for your service needs.

ESTIMATE

Legacy Contracting, L.P.
Dba Control Specialist Services, L.P.
PO Box 1479
Decatur, TX 76234
www.csi5.com

DATE: August 20, 2019

To: Lucas
Location: North pump station #1 Cla Val replaces
Attn: Jeremey

This estimate includes the following services:

- Remove existing valve
- Install new epoxy coated Cla Val

Material

1-	1 new 6" 60-31BYKC DS 150 FL globe Cla Val Epoxy coated ductile iron body SS internal trim	$ 5,855.00
Labor		$ 1,200.00
Truck		$ 300.00

Total $ 7,355.00

Note: price is an estimate due to any unforeseen developments
Note: price does not include any unforeseen parts or labor
Note: price does not include freight pre pay & add
Note: delivery can be made in 1 to 3 weeks

EXCLUSIONS:
Bypassing of station and/or operating of city valves. It is the responsibility of the city to provide safe working conditions.

If extra labor or materials not described above are required due to unforeseen problems the owner will be notified for approval before work is completed. This ESTIMATE is good for 30 days from the date referenced above. We thank you for considering Control Specialist Services for your service needs.

Please call if you have any questions.

Sincerely,

Ray Reaves
Service Manager
940-626-1415
Email rayr@csi5.com

Item No. 04

City of Lucas
Council Agenda Request
August 29, 2019

Requester: City Manager Joni Clarke

Agenda Item Request

Consider approving a City-sponsored fall parade event on Saturday, October 19, 2019.

Background Information

At the City Council meeting on June 20, 2019, the Council took action to select the date of the 2020 Founders Day Event. The City Council received comments from five citizens requesting that Founders Day Be scheduled in October. The City Council took action to set the date for Founders Day on Saturday, May 9, 2020.

On July 30, 2019, City staff became aware of a citizen group planning to hold a community event (Farm Fest) similar to Founders Day on October 19, 2019. City staff had three areas of concern regarding the event: 1) the need for liability insurance; 2) City street closures to accommodate a parade; and 3) engaging in commercial activity in the Community Park. At the August 15, 2019 City Council meeting, the City Council appointed a subcommittee consisting of Mayor Pro Tem Peele, Councilmember Steve Duke and Councilmember Debbie Fisher to review the City's park regulations and determine if an amendment should be made to allow commercial activity in the City's parks and further explore whether the City of Lucas should adopt special event rules and regulations.

There has been extensive conversations regarding the proposed Farm Fest event and the associated challenges. As an alternative to "Farm Fest", City staff is suggesting a compromise be considered by having the City sponsor a fall parade and eliminating the parade from Founders Day. City Staff does not know who is involved in organizing the Farm Fest event, but we know that Brenda Rizos is one of the organizers. It is our understanding that she supports the City's sponsorship of the parade and that the other activities associated with Farm Fest will not occur. We don't want to speak on behalf of Farm Fest, but that is our understanding.

The fall parade would have a Halloween theme and be held on October 19, 2019 and would allow participants to wear costumes and dress up their dogs and horses. A costume contest would also be held, and ribbons would be awarded to participants. The costume contest would have participant categories that would be determined if the City Council decides to move forward with the parade. In order to ensure safety of all participants, the parade route for children and dogs would be held along the baseball field of Hart Elementary School. The parade route for equestrian riders would follow the Founders Day parade route from Hart Elementary School by moving east onto West Estelle Lane, north onto Scarlett Drive, turning left and moving south on Ohara Drive, and turning right onto West Estelle Lane to return to Hart Elementary School.

City of Lucas
Council Agenda Request
August 29, 2019

The following schedule outlines the proposed timeframe for the event:

9:00 am – 10:00 am	Event setup
10:00 am – 11:00 am	Parade participant check-in, registration, and lineup
11:00 am – 11:30 am	Children and dog costume parade
	Award participants
11:30 am – 12:00 pm	Equestrian parade
	Award participants
12:00 pm – 1:00 pm	Event teardown and cleanup

Parade participation forms will be made available on the City website for the public to register in the parade. The parade will set up, begin, and conclude at Hart Elementary School. There are 146 parking spaces at Hart Elementary School that would be available for the City-sponsored event. If needed, additional parking would also be available at City Hall and the Community Park.

While the 2019 parade was cancelled due to inclement weather, the City had a total of 19 participants that had preregistered for the event. Five of the registrants were part of the North Texas Mustang Club to transport members of the Lucas City Council and a total of three equestrians were preregistered to participate. There were four participants registered that didn't provide a description.

The following event responsibilities would be assigned to the corresponding staff members:

- Coordination & Registration — Kent Souriyasak, Assistant to the City Manager
- Communications & Refreshments — Stacy Henderson, City Secretary
- Staffing — Joe Hilbourn, Development Services Director
- Logistics, Traffic & Parking — Stanton Foerster, City Engineer

Attachments/Supporting Documentation

1. Minutes from the June 20, 2019 City Council Meeting
2. 2019 List of Parade Participants that Preregistered

Budget/Financial Impact

The cost of the parade event would total $2,000 and funding would be utilized from fiscal year 2019-2020 Parks Events account 11-6211-448. The cost breakdown for the parade event is:

Four Public Works Employees, Overtime, $50 per hour	$800
Two Off-Duty Collin County Deputies, $50 per hour	$400
Food, Beverages	$250
Ribbon Awards	$250
Supplies	$300
Total Cost	$2,000

Note: Cost does not include exempt staff or indirect costs. Only direct cost is identified.

Item No. 04

City of Lucas
Council Agenda Request
August 29, 2019

Recommendation

City staff recommends holding a City-sponsored fall parade event on October 19, 2019 but does not recommend holding the Founders Day parade.

Motion

I make a motion to approve/deny a City-sponsored fall parade event on October 19, 2019.

City of Lucas
City Council Meeting
June 20, 2019
7:05 P.M.

(or immediately following the Lucas Fire Control, Prevention & EMS District Meeting)

City Hall - 665 Country Club Road – Lucas Texas

MINUTES

Call to Order

Mayor Olk called the meeting to order at 7:03 p.m.

City Councilmembers Present:	**Staff Present:**
Mayor Jim Olk	City Manager Joni Clarke
Mayor Pro Tem Kathleen Peele	City Secretary Stacy Henderson
Councilmember Wayne Millsap	City Attorney Joe Gorfida
Councilmember Tim Baney	Development Services Director Joe Hilbourn
Councilmember Steve Duke	Finance Director Liz Exum
Councilmember Debbie Fisher	City Engineer Stanton Foerster
Councilmember Philip Lawrence	Fire Chief Ted Stephens

Mayor Olk determined that a quorum was present. Everyone was reminded to silence their cell phones and the Pledge of Allegiance was recited.

Citizen Input

1. Citizen Input.

There was no citizen input at this meeting.

Community Interest

2. Items of Community Interest.

A. Discuss pending legislation that is being considered by the 86th Legislature and provide guidance to City Staff and City Attorney.

Mayor Olk stated that there were no updates regarding pending legislation and discussed the following items of Community Interest:

- City offices would be closed on July 4th and the City Council meeting for July 4th had been cancelled.
- The City Council would be holding a budget workshop at the July 18 City Council meeting to plan for the Fiscal Year 2019/2020 budget.
- TxDOT held a meeting on June 18 to discuss the West Lucas Road and Country Club /Southview Intersection improvements. Plans were available for public viewing and any written comments that citizens would like to be included as part of the public meeting

should be submitted to TxDOT and postmarked by Wednesday, July 3, 2019.

- The Technology Committee was still conducting speed tests to gather information on internet service throughout the community. To take the speed test go to speedtest.lucastexas.us.

City Manager Joni Clarke noted that a welcome reception for new Lovejoy ISD Superintendent Dr. Goddard would be held on June 26 at 7pm at the Lovejoy Elementary School gym.

Consent Agenda

3. Consent Agenda.

A. Approval of the minutes of the June 6, 2019 City Council meeting.

B. Consider setting the public hearing for the City of Lucas Fiscal Year 2019-20 budget for August 1, 2019.

C. Consider amending Fiscal Year 2018-19 budget by appropriating $26,640 from unrestricted General Fund Reserves to account 11-6210-224 Asphalt/Base/Concrete/Culvert to repair under-road structure damage at the intersection of Cedar Bend Trail and East Lucas Road.

D. Consider approving Resolution R-2019-06-00484 agreeing to the terms of a Collin County Parks and Open Space Grant and submitting an application to the Collin County Parks and Open Space Project Funding Assistance Program in the amount of $111,669 to cover the cost of engineering construction plans, specifications and estimates for the construction of a proposed Safe Routes to School (SRTS) trail project.

MOTION: A motion was made by Councilmember Millsap, seconded by Councilmember Duke to approve the Consent Agenda as presented. The motion passed unanimously by a 7 to 0 vote.

Public Hearing Agenda

4. Public Hearing Agenda:

A. Public hearing to consider amending the Comprehensive Plan as it relates to the Trails Master Plan.

Development Services Director Joe Hilbourn explained that the proposed amendment to the Comprehensive Plan included adding a section of trail adjacent to Ingram Road from Estates Parkway to West Lucas Road. The proposed amendment was reviewed and recommended for approval by the Parks and Open Space Board.

Mayor Olk opened the public hearing at 7:12 pm, there being no one wishing to speak, the public hearing was closed.

There was no formal action on this item, it was for discussion purposes only.

B. Public hearing to consider the request by Ron Lacock on behalf of Lucas Country Corners for a change in zoning from two-acre Residential (R-2) to Commercial Business (CB) on a parcel of land consisting of 8.245 acres situated in the James Anderson Survey, Abstract No. 17, Collin County, Texas, more commonly known as the Lewis property at the intersection of East Lucas Road and West Lucas Road.

Mayor Olk stated that the applicant had requested this item be withdrawn from the agenda.

There was no action taken on this item as it was withdrawn.

Councilmember Millsap suggested the Council move to Agenda Item No. 13 as it was related to upcoming funding discussions associated with Agenda Item No. 5.

Mayor Pro Tem Peele stated that she would like to discuss Agenda Item No. 6 at this time.

Mayor Olk stated that they would discuss Agenda Items 6, 13, 10, and 11 then return to Agenda Item No. 5 on the regular agenda.

Regular Agenda

6. Consider setting the date for Founders Day for 2020.

Mayor Olk explained that Founders Day was currently held the second Saturday of May. It has previously been held in the Fall; however, with the City's Country Christmas event and cleanup events, there were too many events occurring close together.

Mayor Olk called the following individuals forward that requested to speak:

Brenda Rizos, 1200 Winningkoff, explained that the first Founders Day was driven by citizens and the City was not involved until 2010 as volunteers began to fade. Ms. Rizos stated that she would like to propose a new date due to the volatile weather in the Spring and the May date also fell around Mother's Day. Ms. Rizos stated that they had good success with obtaining volunteers in October and suggested Founders Day be held in mid-October. Ms. Rizos stated that she would also like to head up a citizens committee to assist staff and remove 90 percent of the workload from staff.

Chris Churchill, 1125 Brockdale Park, noted that higher participation took place in October allowing for more participation in the parade. Ms. Churchill stated that people love to dress up, dress up their horse and come to event. Ms. Churchill stated that she was in favor of holding Founders Day in October.

Paula Reber, 101 Manor Circle, stated that she was in favor of holding the parade in October, that allowed for greater participation, and discussed the bad weather that occurred in the Spring.

Bill Esposito, 13 North Star, stated that he was also in favor of moving Founders Day to the Fall. Mr. Esposito stated that the Spring does come with weather issues and the windy weather was not conducive for small tents used by the vendors. Mr. Esposito stated that in the Spring there were a

lot of family events going on, including school sports and organizations and he was in favor of creating a citizens committee.

Sally Ballis, 1820 Winningkoff, stated that she was in favor of hosting Founders Day in October, that would encourage more participation.

Mayor Pro Tem Peele stated that she had heard from many citizens that would like to have Founders Day return to an October event. Mayor Pro Tem Peele stated that she was a proponent for the date in May because it would avoid election season and continue being a family event. However, the month of May was also busy with school activities. Mayor Pro Tem Peele stated that she would like to propose a date of October 2020 for the next Founders Day event that would allow nine weeks between the Founders Day event and Country Christmas.

Councilmember Duke stated that he would like to see an organized volunteer group take charge of Founders Day and suggested a Founders Day Committee be created that would work directly with staff and he was in favor of moving the event to the Fall.

Councilmember Millsap stated that the Founders Day event was much larger in scale compared to when it was led by volunteers years ago. Weather was an issue during the Spring or Fall season and believed the events should be spread throughout the year. Councilmember Millsap stated that due to logistics and execution, City staff should be in charge of the event and a commitment from volunteers was needed to ensure details of the event were maintained. Councilmember Millsap proposed May 9, 2020 for the Founders Day event.

Councilmember Fisher stated that the Founders Day event was much larger than in years past, the format had changed, and the number of contracts and liability associated with the event did not allow for Founders Day to be turned over to volunteers. Councilmember Fisher stated that October was also a time for school events such as marching band and football, and the City also hosted cleanup events and Fire Rescue commitments with the community. Councilmember Fisher stated that she welcomed volunteer involvement but was not in favor of hosting Founders Day in October.

Councilmember Baney expressed his concerns with long-term commitment from volunteers to run the event year after year and noted that the Parks Board was reviewing possible events to be added to the calendar.

Mayor Olk stated that as volunteers quit working the event, responsibilities fell to City staff. He noted that references had been made to handling the horse parade, but no other discussions associated with a majority of the other responsibilities had been mentioned. Mayor Olk stated that he appreciated the volunteers but did not want to have major events that close together.

Mayor Pro Tem Peele stated that the proposal was not to take over the event but allow volunteers to handle the parade. The October date proposed was a way to get participation from the horse community that had been lost.

City Manager Joni Clarke stated that she would prefer Founders Day be held in May due to staff resources.

Councilmember Lawrence stated that should a volunteer group want to handle aspects of the event, a proposal needs to be presented that outlines how the responsibilities will be handled and present to the City Council.

City Manager Joni Clarke stated that one of the challenges the event faces was obtaining and overseeing volunteers. Past Mayor Rebecca Mark served as volunteer coordinator and some volunteers were young and needed supervision, others did not show up to the event and it did not decrease the amount of staff time needed. Ms. Clarke stated that the Trinity Trails Preservation Association plays an active role in the parade. Ms. Clarke reviewed some of the tasks handled by staff such as coordination with the Collin County Sheriff's office, parking for the event, and contracts.

Mayor Olk stated that if there was a group of volunteers that wanted to take over the event, a plan should be submitted outlining details of how this would be handled and meet with City staff.

MOTION: A motion was made by Councilmember Millsap, seconded by Mayor Olk to hold Founders Day on May 9, 2020. The motion passed by a 4 to 3 vote with Councilmember Duke, Lawrence and Mayor Pro Tem Peele voting in opposition.

The City Council moved to Agenda Item No. 13.

13. Consider repairs to a vintage 1954 fire truck commonly referred to as "Streaker" for use during special events and amend the Fiscal Year 18/19 budget by appropriating $118,495 to account 11-6212-232 Development Services Vehicle Maintenance from unrestricted General Fund Reserves.

Development Services Director Joe Hilbourn explained that at the November 17, 2016, City Council meeting, members of the Friends of the Lucas Fire-Rescue board presented to Council that they would like to raise funds to be used towards the restoration of "Streaker", the City's 1954 fire truck. Estimates had been obtained in the amount of approximately $8,000 for repairs but did not include engine work. An additional $7,000 to $12,000 would be needed for painting and making the vehicle drivable. Mayor Olk directed staff to delay repair efforts to allow time for the Friends of the Lucas Fire-Rescue board to obtain estimates and outline a timeline for restoration. Fundraising and restoration efforts for "Streaker" have not gone as expected, and the latest estimate from Armadillo Automotive in Hamilton, Texas was for $118,495 for restoration of the vehicle. Staff recommended either selling the vehicle or making the necessary repairs.

Mr. Hilbourn also discussed the confusion with the title of the vehicle as the title states the vehicle is a 1949 fire truck; however, Armadillo Automotive states the VIN number indicates it's a 1954 fire truck.

Ron Grotti, 2 Lemon Tree, stated that he did not agree with selling Streaker and would like the City to come up with another solution. Mr. Grotti stated that the 1949 Streaker had some body repair work done with parts from other vehicles being used, which may be causing some of the confusion regarding the VIN number and different years being referenced.

Lee Bauer, 15 Prado Verde, stated that he would like this item tabled until he could meet with Chief Stephens. He noted that the fire truck was a historical item that should be preserved and part of Lucas history.

Kathleen LoSapio, 650 Scarlett Drive, and Secretary of the Friends of the Lucas Fire-Rescue Board stated that she was tasked with finding a way to restore Streaker. Because the vehicle was not operable and no way of getting Streaker to an automotive shop, accurate estimates could not be

obtained. Ms. LoSapio stated that there is a volunteer at the fire station that restores vehicles and willing to assist but would require Streaker be moved to the Fire Station.

The City Council discussed the legal issues surrounding having a volunteer work on a City asset and discussed donating the fire truck to the Friends of Lucas Fire-Rescue that would give the Board greater access to the vehicle and the work that needed to be done.

Councilmember Millsap stated that the City did not want to sell the vehicle and would like to see it restored, however, not using tax dollars for that work. The Friends of the Lucas Fire-Rescue would have to continue fundraising efforts and find a place to store the vehicle.

Councilmember Lawrence stated that should Streaker be donated to the Friends of the Lucas Fire-Rescue Board, he wanted to ensure that the vehicle was maintained even if board members changed.

Councilmember Duke suggested a Friends of Streaker 501c3 board be created which could include the same board members as Friends of Lucas Fire-Rescue Board but would be strictly dedicated to the Streaker vehicle.

MOTION: A motion was made by Councilmember Millsap, seconded by Councilmember Duke to deny making repairs to Streaker or allocating funds. The motion to deny passed unanimously by a 7 to 0 vote.

The City Council moved to Agenda Item No. 10 at this time.

10. Consider an update on the Supervisory Control and Data Acquisition (SCADA), North Pump Station and Water Tower Project; and authorize the City Manager to enter into an agreement for the SCADA system.

City Engineer Stanton Foerster stated that staff received two bids for the north pump station and water tower that were too high, and the City Council rejected the bids. Staff would like to divide the project and has interviewed two firms to assist with the first phase that would include SCADA design and implementation. The design would update the software and improve communication with all locations around the City including the new pump station and water tower.

MOTION: A motion was made by Councilmember Millsap, seconded by Councilmember Fisher to approve authorizing the City Manager to enter into an agreement for the design and implementation of the Supervisory Control and Data Acquisition system in an amount not to exceed $100,000. The motion passed unanimously by a 7 to 0 vote.

The City Council moved to Agenda Item No. 11 at this time.

11. Consider an update on the condition related to the Winningkoff, Snider and Stinson Bridges, identify the Snider Bridge replacement as a priority project, and postpone the Stinson Bridge design and construction work.

City Engineer Stanton Foerster stated that the City has been experiencing ongoing challenges with Snider Lane bridge and during rain events, it was common to close the bridge due to flooding, and removal of debris was also challenging around the bridge. Mr. Foerster stated that regarding the Winningkoff bridge, in June of 2019 a separation was noticed between the Winningkoff bridge and the pavement north of the bridge.

Mr. Foerster stated that based on the hazards and impact on safety to the traveling public, staff recommends that the reconstruction of the Snider Lane bridge should be the highest engineering priority.

Mayor Olk suggested a study be conducted on all three bridges to determine what was failing and prioritize the repairs.

No formal action was taken on this item.

The City Council moved to Agenda Item No. 5 at this time.

5. Consideration and approval of Resolution R-2019-06-00483 by the City Council of the City of Lucas, Texas, authorizing and approving publication of Notice of Intention to issue Certificates of Obligation; complying with the requirements contained in Securities and Exchange Commission Rule 15c2-12; and providing an effective date.

Andrew Friedman, with SAMCO Financial Advisors, discussed what projects would be included in the Certificates of Obligation noting that broad language was used to cover multiple projects such as street and bridge repairs because the City was unsure as to what projects would be selected and final costs had not been obtained. Mr. Friedman stated that citizens would be notified through advertisement of the issuance of Certificates of Obligation.

The City Council discussed debt service and tax rate calculations.

Mayor Olk stated that he would like notify residents in the newsletter the list of projects that would be included in the issuance of Certificates of Obligation.

Councilmember Fisher stated that she would be voting against the issuance of Certificates of Obligation as she believes this should go before the voters.

MOTION: A motion was made by Councilmember Millsap, seconded by Councilmember Lawrence to approve Resolution R-2019-06-00483 by the City Council of the City of Lucas, Texas, authorizing and approving publication of Notice of Intention to issue Certificates of Obligation; complying with the requirements contained in Securities and Exchange Commission Rule 15c2-12; and providing an effective date. The motion passed by a 6 to 1 vote with Councilmember Fisher voting in opposition.

The City Council moved to Agenda Item No. 8 at this time.

8. Consider the request by Angela Himmelreich to purchase the 60-foot by 1,320-foot right-of-way dedication to the south of her property at 2515 Orr Road.

Development Services Director Joe Hilbourn stated that the applicant has expressed concern that her property was a flag-lot with a 25-foot strip for the driveway. Purchasing the right-of-way dedication would allow the property owner to install a wider entrance, driveway and privacy trees. Mr. Hilbourn stated that the right-of-way dedication belongs to the City of Lucas and is in place for a future roadway connection of West Forest Grove Road to Orr Road. Dedicating the entire right-of-way to Mrs. Himmelreich would landlock Block 1, a single lot part of the Stonegate subdivision. Selling the property would require the City to obtain an appraisal for the value of the property. Staff

was recommending to either keep the future right-of-way or dedicate one half of the 60-foot right-of-way dedicated by the Lucas Creek Estates plat to Mrs. Himmelreich and one half to Block 1 of Stonegate to prevent the lot from being landlocked.

Mayor Olk asked if the City had the right to sell right of way when it was dedicated from a different plat.

City Attorney Joe Gorfida stated that he would need to review the language on the dedicated plat to determine if it could be sold.

Justin Himmelreich, 2515 Orr Road, stated that they would like to build a home on the property as well as include a driveway with privacy trees on both sides. Ms. Himmerlich asked if replatting the property would assist in the dedication.

Mayor Olk stated that he would have the City Attorney review the language on the plat and have City Staff get back with the applicant and place this item back on the agenda if needed.

There was no formal action taken on this item.

7. Consider the City's policy regarding the requirement of property owners to maintain private property, City easements and City right-of-way adjacent to public roadways and, specifically, discuss the trimming of trees including the canopy.

Development Services Director Joe Hilbourn explained that City staff routinely maintains trees in the city to keep tree limbs from interfering with the traveling public. The only equipment available to staff for removing trees are chainsaws and pole saws. Staff has recently started receiving requests to keep the entire canopies trimmed to fourteen plus feet due to large RV's, the requests have been for Snider, Winningkoff, and Forest Grove Roads.

The City Council discussed how high the tree canopy was maintained for emergency vehicles which in some vehicles was 13 feet six inches.

The City Council was in agreement to maintain the tree canopy where needed for emergency vehicles, but was not in favor of raising the tree canopy in other locations.

9. Consider authorizing the City Manager to proceed with receiving a proposal from Lee Engineering to provide a two-phase traffic review: (1) data collection and (2) design and creation of solutions related to traffic calming with the Huntwick neighborhood and Winningkoff Road.

City Engineer Stanton Foerster stated that Lee Engineering would be conducting the traffic study in the Huntwick neighborhood and had outlined a scope for data collection as well as design solutions. Mr. Foerster asked if the City Council would like to move forward with their recommendation.

Mayor Pro Tem Peele stated that she was not in favor of conducting a traffic study in this area and would like to wait to see how traffic changed once intersection improvements had been completed at West Lucas Road and Southview.

Mayor Olk stated that he was in favor of data collection at this time but would defer the design and creation of solutions portion of the study until they have had a chance to review the data collected.

MOTION: A motion was made by Councilmember Millsap, seconded by Councilmember Lawrence to proceed with receiving a proposal from Lee Engineering to provide data collection as outlined in the Agenda coversheet. The motion passed by a 6 to 1 vote with Councilmember Fisher voting in opposition.

12. Consider the evaluation and possible revision of the City's benchmark cities to serve as a resource to generate comparable data regarding employee compensation.

City Manager Joni Clarke stated that sales tax revenue was collected from each of the cities proposed and included on the spreadsheet as requested along with four additional cities that were added to the list for consideration.

The City Council was in agreement to use the following comparable cities for staff member positions that included:

- Allen
- Celina
- Frisco
- Garland
- Lewisville
- McKinney
- Plano
- Prosper
- Richardson
- Sachse
- Wylie

The City Council discussed comparable cities to be used for the director positions of the 12 cities recommended by staff.

Councilmember Fisher stated that she would not use Granite Shoals, Athens or Lakeway as comparable cities.

Ms. Clarke stated that staff was inquiring with a Compensation Specialist from another city to see if they would be willing to assist Lucas with a portion of the compensation study.

The City Council agreed that the following comparable cities would be used for director positions:

- Fair Oaks Ranch
- Fairview
- Horseshoe Bay
- Lago Vista
- Mont Belvieu
- Granite Shoals
- Burnet
- Lake Dallas
- Frisco

- McKinney

14. Review Articles X, XI and XII of the City Charter and provide direction to the City Attorney regarding any proposed amendments and consider proceeding with a Charter amendment election in May 2020.

City Attorney Joe Gorfida stated that in Section 10.01 he would update the language as to how franchise fees can be collected. He had no suggested changes for Chapter 11 and would delete Section 12.01 related to Procedures.

Mr. Gorfida stated that he would like to bring back a redline version of the changes to the Council and provide a recommendation at that time.

The City Council was in agreement to bring this item back to the August 1, 2019 City Council agenda for consideration.

15. Consider authorizing the City Manager to enter into a contract with TexasBit/APAC/Oldcastle in an amount not to exceed $600,000 from General Fund 11-8209-301 Improvement Roadways for temporary repairs along West Lucas Road.

City Engineer Stanton Foerster stated that since the widening of West Lucas Road, additional areas have failed with approximately 6,000 linear feet of wheel-path base failure on West Lucas Road between Country Club and Angel Parkway. Mr. Foerster recommended entering into an agreement with TexasBit to complete temporary repairs before school begins in August 2019.

The City Council discussed the funds that had been used towards repairs on West Lucas Road and possible projects that have been delayed due to placing additional funding towards West Lucas Road.

The City Council discussed Collin County participation in roadway repairs due to the cut through traffic that uses West Lucas Road. The Council asked Mr. Foerster to continue discussions with Collin County to determine if a partnership could be formed for possible funding.

The Council was in agreement to repair West Lucas Road from in front of Willow Springs Middle School to Austin Trail and any remaining funds would be used towards road repairs for Snider Lane and Winningkoff.

16. Consider City Council availability to conduct a joint meeting regarding drainage with the Planning and Zoning Commission on August 8, 2019.

A majority of the City Council was in agreement to conduct the joint meeting with the Planning and Zoning Commission regarding drainage on September 12, 2019.

Executive Session Agenda

17. Executive Session.

An Executive Session was not conducted at this meeting.

18. Adjournment.

MOTION: A motion was made by Councilmember Millsap seconded by Councilmember Lawrence to adjourn the meeting at 10:12pm. The motion passed unanimously by a 7 to 0 vote.

APPROVED:

Mayor Jim Olk

ATTEST:

Stacy Henderson, City Secretary

CITY OF LUCAS, TEXAS
SEAL

2019 PARADE PARTICIPANTS

	Individual/Group	Organization	Description
1	Grand Marshal Mrs. Lee Ford	Lucas Fire-Rescue	New Engine
2	Mayor	North Texas Mustang Club	Vehicle
3	Councilmembers	North Texas Mustang Club	Vehicle
4	Councilmembers	North Texas Mustang Club	Vehicle
5	Councilmembers	North Texas Mustang Club	Vehicle
6	Councilmembers	North Texas Mustang Club	Vehicle
7	Jennifer Ebert	CoServ	Vehicle
8	John E. Martin	Martin Stone Company	Vehicle
9	Dan Sullivan	English Color and Supply	Vehicle
10	Rosalind Booker	Arbrook Realty	Vehicle
11	Jennifer Meldrum	Church of Jesus Christ of Latter-day Saints	Vehicle
12	Ralph Foster		Vehicle
13	Andi Payne		
14	Gary Lau		
15	Paula Reber		
16	Andy Cox		Antique tractors/car
17	Duke Monson	Trinity Trail Preservation Association	Equestrian
18	Janice Goebel		Equestrian
19	Jill Page	Jill Page Equestrian Center	Equestrian

Item No. 5

City of Lucas
City Council Agenda Request
August 29, 2019

Requester: Mayor Pro Tem Kathleen Peele

Agenda Item Request

Consider approving Resolution R-2019-08-00488 supporting 1) the reconstruction of the intersection of FM 1378 and FM 3286; 2) a TxDOT study and consideration of the roundabout at said intersection; and 3) providing for an effective date.

Background Information

The Texas Department of Transpiration (TxDOT) held a public meeting on June 18, 2019, to present the planned improvements and to receive public comment on the proposed project, which included the reconstruction, reconfiguration and widening of the intersection of FM 1378 and FM 3286 in the City of Lucas, Collin County, Texas. TxDOT presented two alternatives both illustrating a typical three-leg or tee intersection with medians on all three approaches. The medians associated with the typical tee intersection limits ingress and egress between the private and public properties and adjacent highways in the vicinity of the typical intersection. The City of Lucas approved its Thoroughfare Plan on March 16, 2017, which contemplates intersection improvements at the intersection of Lucas Road and Southview Drive (also known as the intersection of FM 1378 and FM 3286).

Attachments/Supporting Documentation

1. Resolution R-2019-09-00488 Bait Shop Intersection reconstruction support and TxDOT Roundabout Study
2. Roundabout vs Traffic Circle
3. Roundabout Questions and Answers
4. Roundabouts Near Businesses
5. Roundabout Safety Benefits
6. Where Should Roundabouts Be Considered?
7. All About a Roundabout https://www.youtube.com/watch?v=X0RcTWEBtYM (4:17 Minutes)
8. How roundabouts work https://www.youtube.com/watch?v=1DJDjaa25Co (1:59 Minutes)
9. Large vehicles in roundabouts https://www.youtube.com/watch?v=jlUDrP1-dVc (1:37 Minutes)
10. How Trucks and Other Large Vehicles Use Roundabouts https://www.youtube.com/watch?v=uHrw-RfdfY8 (4:03 Minutes)
11. How to Navigate Pennsylvania's Roundabouts https://www.youtube.com/watch?v=nNXRlWgAVOg (4:26 Minutes)

City of Lucas
City Council Agenda Request
August 29, 2019

Budget/Financial Impact

NA

Recommendation

NA

Motion

I make a motion to approve/deny Resolution R-2019-08-00488 supporting 1) the reconstruction of the intersection of FM 1378 and FM 3286; 2) a TxDOT study and consideration of the roundabout at said intersection; and 3) providing for an effective date.

RESOLUTION NO. R 2019-08-00488

[Bait Shop Intersection reconstruction support and TxDOT Roundabout Study]

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LUCAS, TEXAS, SUPPORTING 1) THE RECONSTRUCTION OF THE INTERSECTION OF FM 1378 AND FM 3286; 2) A TxDOT STUDY AND CONSIDERATION OF A ROUNDABOUT AT SAID INTERSECTION; AND 3) PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, The Texas Department of Transpiration (TxDOT) held a public meeting on June 18, 2019, to present the planned improvements and to receive public comment on the proposed project, which included the reconstruction, reconfiguration and widening of the intersection of FM 1378 and FM 3286 in the City of Lucas, Collin County, Texas; and

WHEREAS, The TxDOT presented for comment two alternatives both illustrating a typical three-leg or tee intersection with medians on all three approaches; and

WHEREAS, The medians associated with the typical tee intersection limits ingress and egress between the private and public properties and adjacent highways in the vicinity of the typical intersection; and

WHEREAS, The City of Lucas, a home rule municipality, approved its Thoroughfare Plan on March 16, 2017, which contemplates intersection improvements at the intersection of Lucas Road and Southview Drive (also known as the intersection of FM 1378 and FM 3286).

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

SECTION 1. The City Council supports the reconstruction of the intersection of FM 1378 and FM 3286.

SECTION 2. The City Council request that TxDOT conduct a study and consider the use of a roundabout, as defined in Section 1A.13--30, 31, and 180 of the 2011 Texas Manual on Traffic Control Devices, at the intersection of FM 1378 and FM 3286 as described in Exhibit A.

SECTION 3. This Resolution shall take effect immediately upon its passage.

DULY PASSED by the City Council of the City of Lucas, Texas, on the 29th day of August 2019.

ATTEST:

Stacy Henderson, City Secretary

APPROVED:

Jim Olk, Mayor

ROUNDABOUT VS. TRAFFIC CIRCLE

WHAT IS THE DIFFERENCE?

Roundabouts are not the same as traffic circles or rotaries. Traffic circles or rotaries have high-speed entries, allow lane changes within the circle, are low capacity, and have many high-speed crashes. Sometimes motorists in the circle must yield to those entering. They are large and scary to drive – a “free for all.”

Roundabouts are the opposite. They require motorists to yield on entry, don't allow lane changes, speeds are low, capacity is high, and crashes are few and minor.

The photo below shows a roundabout being constructed within the central island of a large rotary in New York State. The roundabout is much smaller, and will be safer and have higher-capacity.

The specific design features that distinguish roundabouts from traffic circles and rotaries are yield at entry, deflection, and (often) flare.

	Modern Roundabout	Nonconforming Traffic Circle
Yield at Entry	**Entering traffic yields to circulating traffic.** **Circulating traffic doesn't stop** **Works well with heavy traffic.** **No weaving distance necessary.** **Roundabouts are compact.**	**Entering traffic merges or weaves into circulating traffic.** **Circulating traffic comes to a dead stop when the circle fills with entering traffic.** **Breaks down with heavy traffic.** **Long weaving distances for merging entries cause circles to be large.**
Deflection	***Entering traffic aims at the center of the central island and is deflected slowly around it.*** **Slows traffic on fast roads, reducing accidents.** **Deflection promotes the yielding process.**	***Entering traffic aims to the right of the central island and proceeds straight ahead at speed.*** **Causes serious accidents if used on fast roads.** **Fast entries defeat the yielding process**
Flare	***Upstream roadway often flares at entry, adding lanes.*** **Provides high capacity in a compact space.** **Permits two-lane roads between roundabouts, saving pavement, land, and bridge area.**	***Lanes are not added at entry.*** **Provides low capacity even if circle is large.** **For high capacity, often requires multilane roads between circles, wasting pavement, land, and bridge area.**

Traffic calming circles constructed for traffic calming purposes, tend to be small and of low capacity. Large vehicles are often not accommodated, or must turn left in advance of the circle in opposition to other traffic. Many do not have splitter islands, which direct motorists and provide refuge areas for pedestrians.

http://roundaboutresources.org/roundabout-vs.-traffic-circle.html

Roundabouts

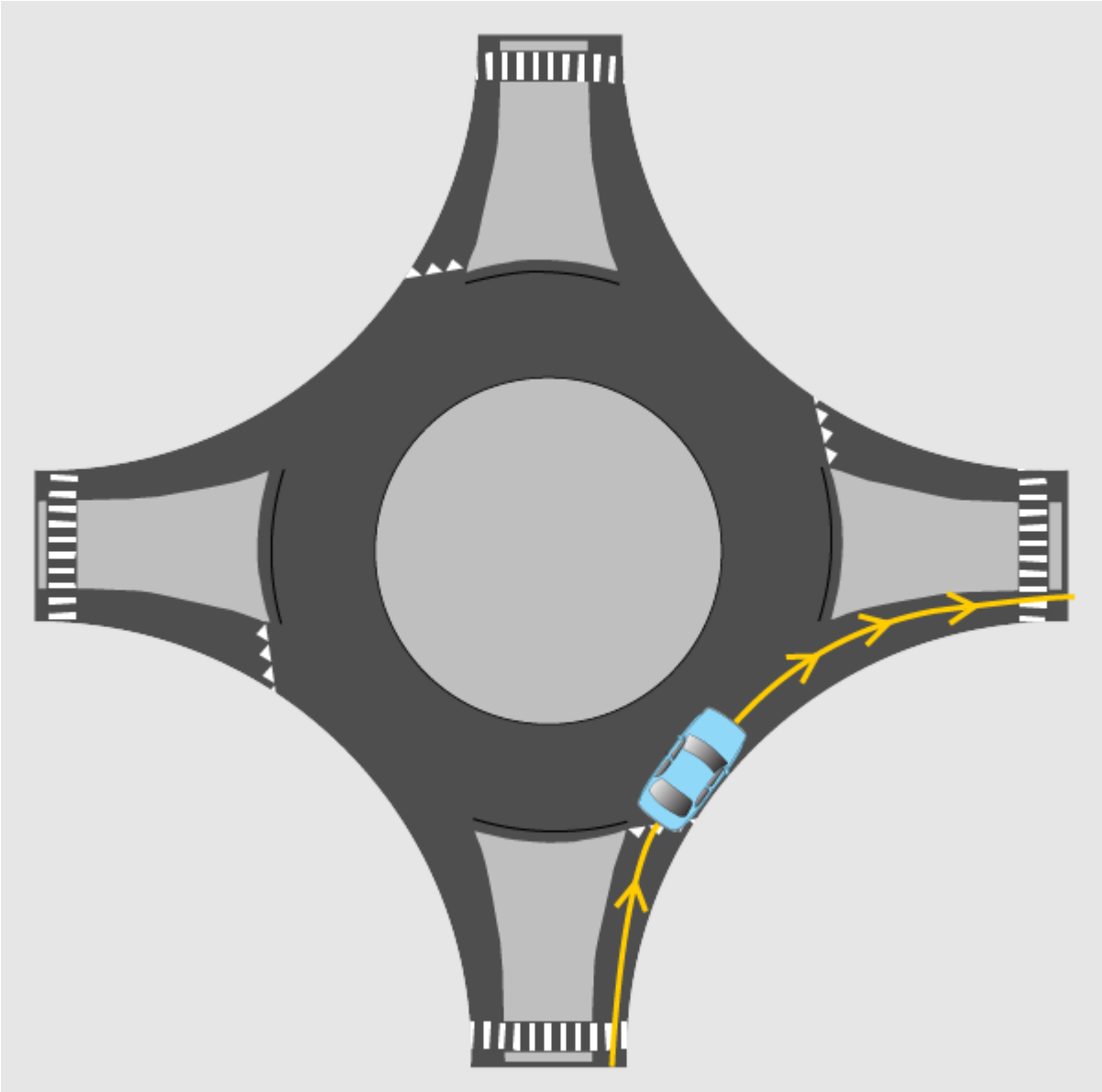
Roundabouts are a safer alternative to traffic signals and stop signs. The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes — right-angle, left-turn and head-on collisions — are unlikely.
Roundabouts improve traffic flow and are better for the environment. Research shows that traffic flow improves after traditional intersections are converted to roundabouts. Less idling reduces vehicle emissions and fuel consumption.
Roundabouts generally are safer for pedestrians. Pedestrians walk on sidewalks around the perimeter and cross only one direction of traffic at a time. Crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

Roundabouts defined

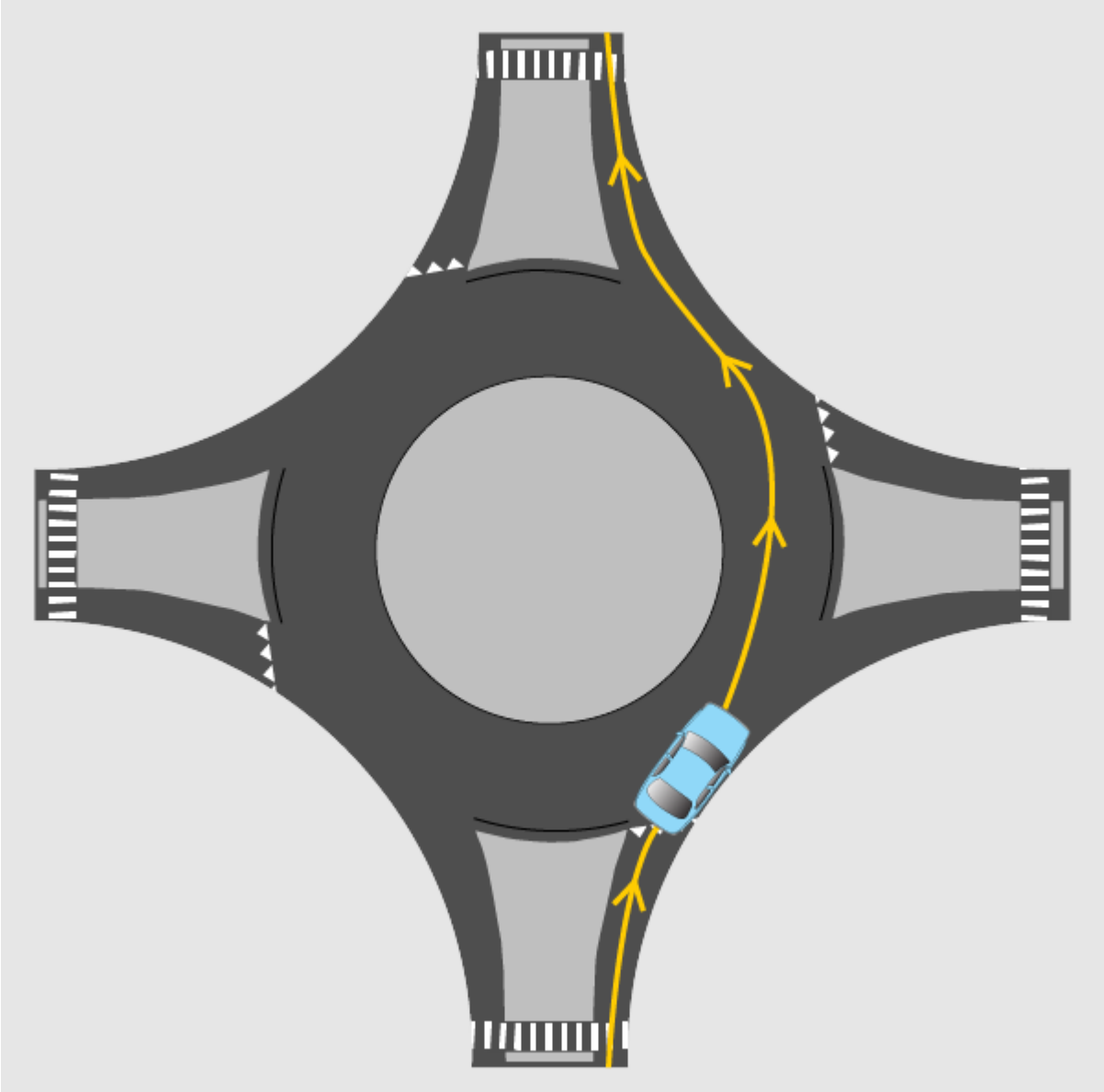
The modern roundabout is a circular intersection with design features that promote safe and efficient traffic flow. It was developed in the United Kingdom in the 1960s and now is widely used in many countries, including the United States, where its use is growing.
At roundabouts in the U.S., vehicles travel counterclockwise around a raised center island, with entering traffic yielding the right-of-way to circulating traffic. In urban settings, entering vehicles negotiate a curve sharp enough to slow speeds to about 15-20 mph; in rural settings, entering vehicles may be held to somewhat higher speeds (30-35 mph). As vehicles circulate within the roundabout, slow and consistent speeds are maintained by the deflection of traffic around the center island and the relatively tight radius of the roundabout and exit lanes.
Slow speeds help vehicles move smoothly into, around, and out of a roundabout. Drivers approaching a roundabout must reduce their speeds, look for potential conflicts with vehicles already in the circle and

be prepared to stop for pedestrians and bicyclists. Once in the roundabout, drivers proceed to the exit they need.

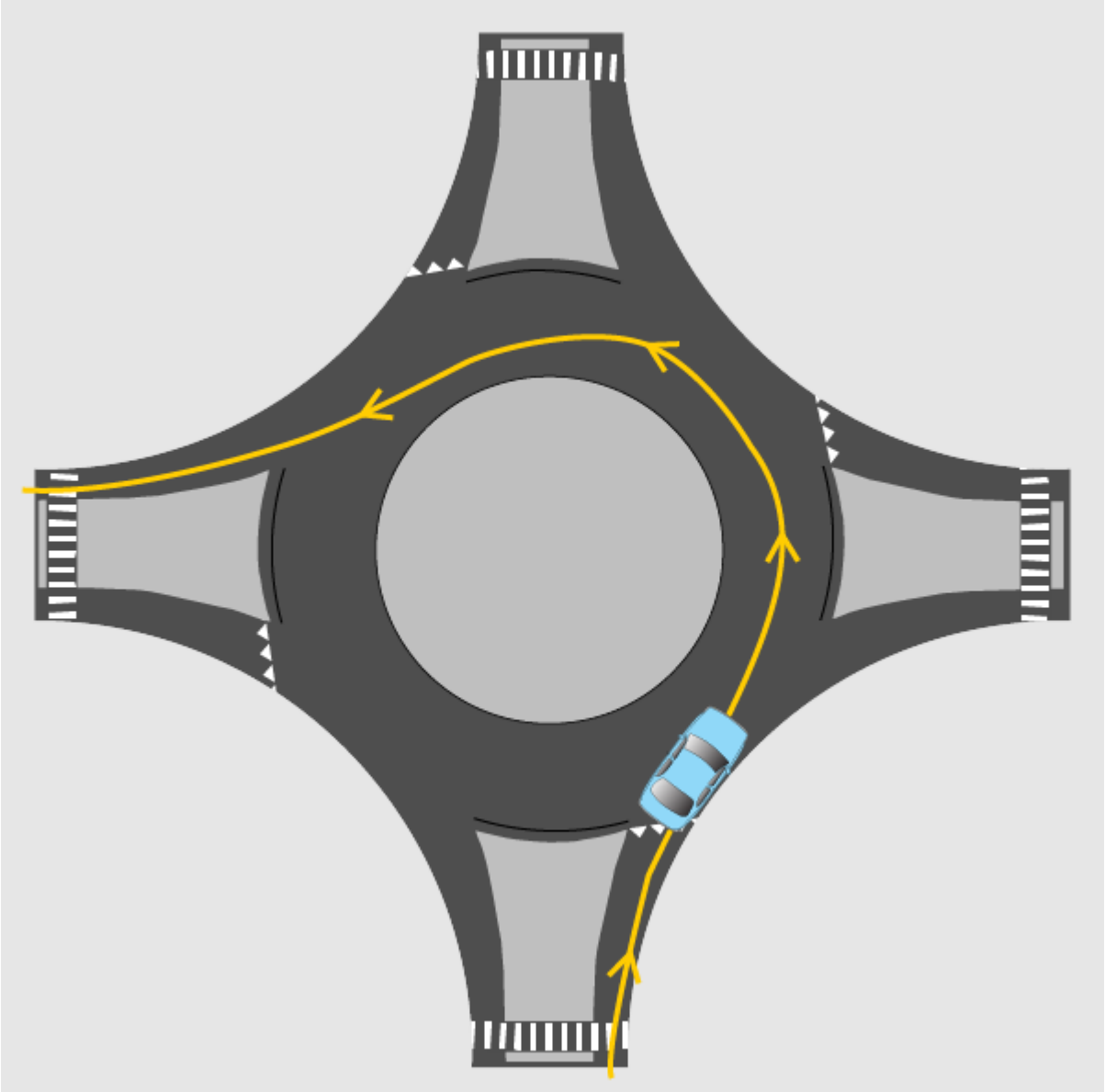
Common traffic maneuvers at roundabouts



Right turn



Straight ahead



Left turn

Modern roundabouts are much smaller than older traffic circles — also known as rotaries — and require vehicles to negotiate a sharper curve to enter. As a result, travel speeds in roundabouts slower than speeds in traffic circles.

Because of the higher speeds in older traffic circles, many are equipped with traffic signals or stop signs to help reduce potential crashes. In addition, some older traffic circles and rotaries operate according to the traditional "yield-to-the-right" rule, with circulating traffic yielding to entering traffic.

Modern roundabout

Older traffic circle

The first modern roundabouts in the United States were constructed in Nevada in 1990. Since then, many more have been built, although the precise number is unknown. Roundabouts are much more common in some other countries, including Australia, the United Kingdom and France.

Although some states and cities have been slow to build roundabouts, they are gaining more popularity in the United States. Roundabouts are one of 20 evidence-based safety countermeasures recommended by the Federal Highway Administration (*Federal Highway Administration, 2017 (https://safety.fhwa.dot.gov/provencountermeasures/memos/memo092617.cfm)*).

Some states, such as New York and Virginia, have adopted "roundabout first" policies requiring that roundabouts be considered a preferred alternative when building new intersections or upgrading older ones if feasible (*New York State Department of Transportation, 2011 (https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm)* ; *Virginia State Department of Transportation, 2009) (https://www.virginiadot.org/business/locdes/rdmanual-index.asp)* .

Roundabouts are appropriate at many intersections, including high-crash locations and intersections with large traffic delays, complex geometry (more than four approach roads, for example), frequent left-turn movements, and relatively balanced traffic flows. Roundabouts can be constructed along congested arterials and at freeway exits and entrances, in lieu of traffic signals.

Sometimes space constraints or topography make it impossible to build a roundabout. Geometric design details vary from site to site and must take into account traffic volumes, land use, topography and other factors. Roundabouts often require more space in the immediate vicinity of the intersection than comparable traditional intersections. However, because roundabouts can reduce delays and queue lengths, they require less space on the approaching roads than comparable intersections controlled by stop signs or traffic signals.

An intersection with highly unbalanced traffic flows (that is, a very high traffic volume on the main street and very light traffic on the side street) may not be an ideal candidate for a roundabout. The same is true for isolated intersections in a network of traffic signals.

While the initial construction cost of a roundabout varies site by site, its maintenance usually is cheaper than for intersections with signals. The service life of a roundabout is significantly longer, approximately 25 years, compared with 10 years for a typical signal (*Rodegerdts et al., 2010 (http://www.trb.org/Publications/Blurbs/164470.aspx)*).

Safety benefits

At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of

potentially serious crashes essentially are eliminated because vehicles travel in the same direction and at low speeds.

The vehicle-to-vehicle conflicts that do occur at roundabouts generally involve a vehicle merging into the circular roadway. In the case of multilane roundabouts, conflicts may also occur as vehicles exit.

- Studies of intersections in the United States converted from traffic signals or stop signs to roundabouts have found reductions in injury crashes of 72-80 percent and reductions in all crashes of 35-47 percent (*Retting et al., 2001;* */topics/bibliography/ref/1248)* *Eisenman et al., 2004*; *Rodegerdts et al., 2007* *(http://www.trb.org/Publications/Blurbs/158299.aspx)*).

- A study of 19 higher-speed rural intersections (speed limits of 40 mph or higher) that originally had stop signs on the minor approaches and were converted to roundabouts found a 62 percent reduction in all crashes and an 85 percent reduction in injury crashes (*Isebrands & Hallmark, 2012* *(https://journals.sagepub.com/doi/abs/10.3141/2312-01?journalCode=trra)*).

- Studies of intersections in Europe and Australia that were converted to roundabouts have reported 25-87 percent reductions in injury crashes and 36-61 percent reductions in all crashes (*Rodegerdts et al., 2010* *(http://www.trb.org/Publications/Blurbs/164470.aspx)*).

- Based on the results of a 2004 study (*Eisenman et al., 2004*), it's estimated that the conversion of 10 percent of the signalized intersections in the United States to roundabouts would have prevented approximately 48,000 crashes in 2017, including 232 fatal crashes and 33,000 crashes involving injuries.

Most U.S. studies have focused primarily on single-lane roundabouts. When included, two-lane roundabouts have been associated with smaller reductions in crashes compared with single-lane roundabouts (*Retting et al., 2001* */topics/bibliography/ref/1248)* ; *Eisenman et al., 2004*; *Rodegerdts et al., 2007* *(http://www.trb.org/Publications/Blurbs/158299.aspx)*) or with increases in crashes (*Isebrands & Hallmark, 2012* *(https://journals.sagepub.com/doi/abs/10.3141/2312-01?journalCode=trra)*).

A 2018 IIHS study, however, showed that the safety of two-lane roundabouts improves over time, as drivers become more familiar with them (*Hu & Cicchino, 2018* */topics/bibliography/ref/2180)*). The researchers looked at roundabouts built in Washington state between 2009 and 2015. They found that crashes at two-lane roundabouts decreased an average of 9 percent a year. At the same time, the odds that a crash at a two-lane roundabout involved an evident or incapacitating injury decreased by nearly one-third annually.

In addition to having fewer serious conflicts between vehicles than traditional intersections, roundabouts are generally safer for pedestrians as well. In a roundabout, pedestrians walk on sidewalks around the

perimeter of the circular roadway. If they need to cross the roadway, they cross only one direction of traffic at a time. In addition, crossing distances are relatively short, and vehicle speeds tend to be low. Studies in Europe indicate that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent (*Brilon et al., 1993* *(https://www.worldcat.org/title/sicherheit-und-leistungsfahigkeit-von-kreisverkehrsplatzen-schlubericht/oclc/258600715)* ; *Schoon & van Minnen, 1994* *(https://trid.trb.org/view/390217)*). Single-lane roundabouts, in particular, have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals (*Brude & Larsson, 2000* *(https://www.researchgate.net/publication/285771799_What_roundabout_design_provides_the_highest_possible_safety)*).

Crossing at multi-lane roundabouts can be more difficult for pedestrians than crossing at single-lane roundabouts. A study found that motorists failed to yield to pedestrians 2-3 times more at multi-lane roundabouts than at single-lane roundabouts (*Rodegerdts et al., 2007* *(http://www.trb.org/Publications/Blurbs/158299.aspx)*). Another study found that drivers exiting a roundabout were less likely to yield to pedestrians than drivers entering a roundabout (*Hourdos et al., 2012*).

Safety challenges

Despite the demonstrated safety benefits of roundabouts, some crashes still occur. An IIHS study of crashes at 38 roundabouts in Maryland found that four crash types — run-off-road, rear-end, sideswipe, and entering-circulating — accounted for almost all crashes (*Mandavilli et el., 2009* *(/topics/bibliography/ref/1813)*).

Another common crash type involved vehicles colliding with the central island. These crashes, which often involved unsafe speeds, accounted for almost half of all single-vehicle run-off-road crashes. Some drivers may not have seen the roundabout in time to slow down sufficiently.

A review of crashes at 39 roundabouts in the United States found that entering-circulating, exiting-circulating and rear-end collisions were the most common crash types (*Rodegerdts et al., 2007* *(http://www.trb.org/Publications/Blurbs/158299.aspx)*). A large majority of crashes at the single-lane roundabouts were entering-circulating crashes. At multi-lane roundabouts, the majority of crashes were exiting-circulating.

A review of fatal crashes at roundabouts in the United States and injury crashes at roundabouts in Washington and Wisconsin found that motorcycle crashes, fixed object crashes, and crashes involving impaired driving were overrepresented (*Schroeder et al., 2015*).

Design features that encourage drivers to slow down are the key to optimizing roundabout safety. Signs — including speed limits posted well in advance of roundabouts and larger "roundabout ahead" and yield signs — pavement markings and lighting help make sure drivers know they are approaching a roundabout and therefore need to slow down.

Center island landscaping can promote slower speeds and focus drivers' attention on the roadway close to them by limiting their through vision.

Islands separating the approach and exit lanes, known as splitter islands, should extend far enough from the roundabout to provide pedestrian refuge and to delineate the roundabout.

Other design features such as adequate curvature of approach roads far enough in advance of roundabouts and the alignment of approaching roads with the center island also may aid in reducing speeds.

Multilane roundabouts are more challenging. A study of a pair of two-lane roundabouts near Bellingham, Washington, found that confusion about some aspects of navigating the roundabouts persisted one year after the construction ended (*Hu et al., 2014* */topics/bibliography/ref/2033)*). More than 40 percent of drivers said it wasn't clear from signs and pavement markings what speed to drive, which lane has the right of way when exiting or that they shouldn't drive next to large trucks in the roundabouts.

At multilane roundabouts, signs and lane marking should remind drivers of the correct yielding patterns and help them choose the appropriate lane. At two-lane roundabouts, for example, signs need to convey clearly that entering traffic must yield to both lanes of traffic.

The photos below show sample signs and lane markings used at roundabouts.

Guide sign

Roundabout sign

Yield sign

Road markings

Traffic flow benefits

Several studies conducted by IIHS and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts.

- A study of three intersections in Kansas, Maryland and Nevada where roundabouts replaced stop signs found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent (*Retting et al., 2002 (/topics/bibliography/ref/1547)*).

- A study of three locations in New Hampshire, New York and Washington state where roundabouts replaced traffic signals or stop signs found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops (*Retting et al., 2006 (/topics/bibliography/ref/1844)*).

- A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed (*Russell et al., 2004*).

- A 2013 Institute study of two-lane roundabout conversions at two intersections near Bellingham, Wash., found substantial declines in vehicle delays on the minor roads (33 percent and 90 percent) and the proportion of vehicles waiting in queues (35 percent and 43 percent) (*Hu et al., 2014* */topics/bibliography/ref/2033)*). Overall intersections delays increased (12 percent and 22 percent), due to slightly longer delays on the major approaches as vehicles slowed to enter the roundabouts.

Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption.

Installing roundabouts in place of traffic signals or stop signs has been found to reduce carbon monoxide emissions by 15-45 percent, nitrous oxide emissions by 21-44 percent, carbon dioxide emissions by 23-34 percent and hydrocarbon emissions by 0-40 percent (*Hu et al., 2014* */topics/bibliography/ref/2033)* ; *Várhelyi, 2002)* *(https://www.sciencedirect.com/science/article/pii/S1361920901000116)* .

Constructing roundabouts in place of traffic signals or stop signs reduced fuel consumption by an estimated 23-34 percent (*Hu et al., 2014* */topics/bibliography/ref/2033)* ; *Várhelyi, 2002* *(https://www.sciencedirect.com/science/article/pii/S1361920901000116)* ; *Höglund & Niittymäki, 1999*).

A 2005 Institute study documented missed opportunities to improve traffic flow and safety at 10 urban intersections suitable for roundabouts where either traffic signals were installed or major modifications were made to 10 intersections with signals (*Bergh et al., 2005* */topics/bibliography/ref/1848)*). It was estimated that the use of roundabouts instead of traffic signals at these intersections would have reduced vehicle delays by 62-74 percent.

Based on the results of that study, we estimate that the conversion of 10 percent of the signalized intersections in the United States to roundabouts would have reduced vehicle delays by more than 900 million hours and fuel consumption by more than 600 million gallons in 2017.

Public opinion

Drivers may be skeptical of or even opposed to roundabouts when they are proposed. However, several IIHS studies show that opinions quickly change when drivers become familiar with them.

- In three communities where single-lane roundabouts replaced stop sign-controlled intersections, 31 percent of drivers supported the roundabouts before construction, compared with 63 percent shortly after (*Retting et al., 2002* */topics/bibliography/ref/1547)*).

- In three other communities where a one- or two-lane roundabout replaced stop signs or traffic signals, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after (*Retting et al., 2006* */topics/bibliography/ref/1844)*).

- Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average (*Retting et al., 2007* */topics/bibliography/ref/1865)*).

- When two intersections near Bellingham, Washington, were converted to two-lane roundabouts, support for the roundabouts went from 34 percent before construction to 51 percent six months after and 70 percent more than one year after (*Hu et al., 2014* */topics/bibliography/ref/2033)*).

Effect on older drivers

Older drivers are more likely than other drivers to be wary of roundabouts, but they also are particularly likely to benefit from them in terms of improved safety. Relative to other age groups, senior drivers are over-involved in crashes occurring at intersections. In 2017, 40 percent of fatal passenger vehicle crashes involving drivers 70 and older were intersection crashes, compared with 26 percent of fatal crashes involving drivers younger than 70.

Older drivers' intersection crashes often are due to their failure to yield the right-of-way (*Mayhew et al., 2006;* */topics/bibliography/ref/1855)* *Braitman et al., 2007* */topics/bibliography/ref/1859)*). Since all traffic flows in the same direction at roundabouts and more slowly than at traditional intersections, the consequence for failing to yield is likely less severe at roundabouts. Particular problems for older drivers at traditional intersections include left turns and entering busy thoroughfares from cross streets. Roundabouts eliminate these situations entirely.

Although safety effects of roundabouts specifically for older drivers are unknown, a 2001 Institute study of 23 intersections converted from traffic signals or stop signs to roundabouts reported the average age of crash-involved drivers did not increase following the installation of roundabouts. This suggests roundabouts don’t pose a problem for older drivers (*Retting et al., 2001* */topics/bibliography/ref/1248)*).

A study in six communities where roundabouts replaced traditional intersections found that about two-thirds of drivers 65 and older supported the roundabouts (*Retting et al., 2007* */topics/bibliography/ref/1865)*). A study of two intersections converted to roundabouts near Bellingham, Wash., found that about two-thirds of drivers 70 and older favored the roundabouts one year after construction (*Hu et al., 2014*

(/topics/bibliography/ref/2033)). In both studies, the older drivers were less likely to favor roundabouts than younger drivers.

In another study, design elements that improve the path and operational guidance were found to increase the comfort, confidence and perception of safety for drivers ages 65 and older (*Lord et al., 2007 (https://www.ncbi.nlm.nih.gov/pubmed/17092474)*). For example, a yield sign could have a plaque underneath reading "to traffic in circle," and an advance warning sign could have a plaque with the word "roundabout."

Updated July 2019

Roundabout Resources

Roundabouts Near Businesses

Types of Business

Drive-by or Impulse Businesses - *Businesses that rely on customers seeing the location such as gas stations or restaurants.*
Customers expect to get in and out easily. The critical issues are visibility, signage, and convenient access. Roundabouts calm traffic, making nearby business signage more visible. The slower speed of traffic gives drivers a better chance of seeing signs and locating the building, it also results in fewer and lower speed conflicts at the entrance and exit from the business.

Destination Businesses - *Businesses where customers plan their trips in advance.*
A business located on a congested highway may often be avoided by customers because it is perceived as unsafe to access. Stores may benefit from being located on a main road with slower speeds owing to the use of a roundabout. Also, with a roundabout, if a driver misses a left turn, a U-turn can easily and safely be made at the roundabout.

Aesthetics

Adding a roundabout as a gateway feature helps to enhance the aesthetics of a community. The splitter islands and central island provide opportunity for green space or an attractive centerpiece to the community. This could also provide a signature feature for a community to be used in advertisements or to bring tourists to the area. Designs often include landscaping to be sure that pedestrian and vehicle safety is considered. According to the National Cooperative Highway Research Program Report 672 Roundabouts: An Informational Guideline, roundabouts spur economic development, conveying to developers that the area is favorable for investment and re-development. The amount of space a roundabout needs for its approach roadways is less than that required for signal

or controlled intersections. That residual space provides room for wider sidewalks and landscaping.

Space

Businesses near roundabouts have the opportunity for more parking near the intersection where a roundabout is used. A roundabout may need more property within the actual intersection, but will often take up less space on the streets approaching the roundabout. Because roundabouts can handle greater volumes of traffic more efficiently than signals, where drivers may need to line up and wait for a green light, roundabouts usually require fewer lanes approaching the intersection.

Large Vehicle Access

When it comes to vehicles that make wide turns such as freight trucks, drivers may be skeptical of a roundabout being installed within their path. Usually a truck apron consisting of a raised curb and contrasting pavement is provided around the central island. The truck apron gives large trucks more area to drive on, but is not intended for passenger cars.

Pedestrian Access

Owing to lower speeds and shorter crossings are pedestrian friendly, making access to adjacent businesses convenient. The splitter island of a roundabout provides a refuge for pedestrians and allows them to cross one direction of traffic at a time. Unexpected left turns are also not an issue at roundabouts, making them easier to cross. Single lane roundabouts are deemed to be an 'accessible intersection' according to the US Access Board definition of accessibility.

Case Study: Economic Benefits of Walkability, San Diego, California

Traffic Flow

Contrary to many peoples' perceptions, roundabouts actually move vehicles through an intersection with less congestion than a signalized intersection. Roundabouts provide a continuous flow preventing backup especially on busy days. Traffic is not required to stop - only yield, so more traffic can flow through the intersection in the same amount of time.

The Insurance Institute for Highway Safety published studies in Kansas, Maryland and Nevada that showed a reduction in delays by 19%, 23% and 13% respectively as a result of roundabouts. These roundabouts also experienced significant reductions in the number

of stopped vehicles. With the increase in traffic volumes, businesses have greater traffic exposure.

Also, even with the slower speeds the average travel time through a roundabout corridor is faster than with a traffic signal controlled corridor. In Golden Colorado, prior to the roundabouts the corridor contained two traffic signals and the average travel time was calculated to be 78 seconds. Since the roundabouts the average travel time was reduced to 68 seconds. The delay experienced entering and exiting a business was also reduced. Before the roundabouts the average delay at business access points was 28 seconds with a high of 118 seconds. After installation the average was reduced to 13 seconds with a maximum delay of 40 seconds.

Crossing or entering a busy intersection is easier with a roundabout. A two to four lane road is wide enough to encourage speeding, making it unsafe for all entering drivers. With a roundabout, the main road is accessed easier and more safely now that all entering lanes need to yield.

Faster travel times, better access control, fewer accidents and lower delay at business access points all contribute to an increase in economic activity. Golden Colorado experienced a 60% increase in sales tax revenues in six years and over 75,000 square feet of retail/office space has been built along the corridor that recently installed four roundabouts.

Further Reading:

A Study of the Impact of Roundabouts on Traffic Flows and Business
Kansas State University Transportation Center - November 2012

- What is a Modern Roundabout
- Why Install Roundabouts
- Where Should Roundabouts Be Considered

Roundabout Resources

- Public Outreach Resources
- Map
- FAQ
- Library
- News
- Training

Safety Benefits

The Insurance Institute for Highway Safety publiched a report in March of 2000 entitled Crash Reductions Following Installation of Roundabouts in the United States. The study looked at changes in motor vehicle crashes after the conversion of 24 intersections from stop sign or traffic signal control to roundabouts. It was done in a mix of urban and rural locations, and involved single-lane and two-lane roundabouts.

The study found the following highly significant relationships:

- A reduction in collisions of all types of 40%.
- A reduction in injury collisions of 75%.
- A reduction in fatal and incapacitating collisions of about 90%.

The results are consistent with numerous international studies and suggest that roundabout installation should be strongly promoted as an effective safety treatment for intersections. This is given the large numbers of injury (700,000) and property damage (1,300,000) crashes that occur each year at stop signs and traffic signals in the United States.

Also from the study:

Although the sample was too small to estimate effects on pedestrian crashes, none of the multilane roundabouts have had a single pedestrian crash so far, even though there were two crashes during the before period at these sites. Scandinavian evaluations conclude that single-lane roundabouts are very safe for pedestrians. Data from this study give no reason to doubt that those experiences can be translated to North America. Likewise, Scandinavian experience shows that single-lane roundabouts with one-lane entries are very safe for bicyclists.

Some have expressed concern that older drivers may have difficulties adjusting to roundabouts. However, in this study the average age of crash-involved drivers did not increase following the installation of roundabouts, suggesting that roundabouts do not pose a problem for older drivers.

High Rates of Crashes at Cross Intersections

The cross intersection, the four-leg type of intersection preferred in North America, has been out of favor for many years in other countries because of its high accident rate. Sweden has not used cross intersections in new construction for at least fifteen years. The United Kingdom does not recommend cross intersections in new construction. To reduce collisions, they convert existing cross intersections to offset (jog) intersections and roundabouts. Offset intersections are recommended for light crossing flows and roundabouts for heavy crossing flows.

Cross intersections appear to be the most dangerous type of intersection commonly used in North America. We feel forced to choose the cross intersection to accommodate heavy crossing flows because we do not generally recognize the roundabout as an available intersection choice.

A British text on road layout (Design Bulletin 32, Residential Roads and Footpaths, p. 34. British Department of Transport, 1977) expresses aversion to cross intersections because of their inherent danger: “Cross roads are generally regarded as the most dangerous form of junction, largely because they imply cross traffic movement.... They should therefore normally be avoided.”

- What is a Modern Roundabout
- Why Install Roundabouts
- Where Should Roundabouts Be Considered

Contact Us

Roundabout Resources

Where Should Roundabouts Be Considered?

Roundabouts are a feasible and practical alternative to other types of control where:

- Traffic flows do not exceed about
  - 2,000 vehicles per hour for one-lane roundabouts; and,
  - 4,000 vehicles per hour for two-lane roundabouts; and,
  - 6,000 vehicles per hour for three-lane roundabouts; and,
  - 8,000 vehicles per hour for four-lane roundabouts.
- Locations experience high rates of angle, rear-end or loss-of-control collisions.
- Stop signs are creating unacceptable delays for side street motorists, but where a traffic signal is not warranted, or where a traffic signal would result in greater delays than a roundabout.
- There is a high proportion of left turning traffic, or where the major traffic route is not straight through the intersection.
- Intersections have unusual geometry or more than four legs.
- It is important to emphasize the transition between urban and rural environments (i.e. gateways).

Roundabouts are not always practical or feasible where:

- Land availability is limited.
- Sight distance of the entry points is limited, such as on abrupt crest vertical curves on the intersection approaches.
- Traffic signal progression is critical, as in some cases roundabouts can disrupt traffic platooning.
- Adjacent to railways, where space to queue traffic is limited and premption equipment for traffic signal poses an operational challenge for the operating authority.

Good Locations for Roundabouts:

- Roundabouts Near Schools
- Roundabouts Near Businesses

Further Reading: **When should roundabouts replace traffic circles?**

What about snow removal at roundabouts?

A number of communities in snowy areas have installed roundabouts. There were some initial changes at first for snowplow crews, but once the snow started falling there were generally no major issues with snow removal. A truck generally starts on the truck apron and plows around the roundabout to the outside then plows each entry and exit pushing to snow to the outside. Roundabouts also make it easier for a snowplow to turn.

- What is a Modern Roundabout
- Why Install Roundabouts
- Where Should Roundabouts Be Considered

Contact Us

Item No. 06

City of Lucas
Council Agenda Request
August 29, 2019

Requester: Finance Director Liz Exum

Agenda Item Request

Consider adopting Ordinance 2019-08-00898 approving the budget for fiscal year beginning October 1, 2019 and ending September 30, 2020.

Background Information

Prior to this meeting, the City of Lucas followed public notice requirements, held a public hearing on August 22, 2019 where the proposed budget was considered, and interested taxpayers were given the opportunity to be heard by City Council.

During the 2007 legislative session, House Bill 3195 was passed amending section 102.007 of the Local Government Code. Subsection C was added to state that the adoption of a budget that requires raising more revenue from property taxes than in the previous year requires a separate vote of the governing body to ratify the property tax increase reflected in the budget. A vote under this subsection is in addition to, and separate from, the vote to adopt the budget or vote to set the tax rate as required by Chapter 26 of the Tax Code.

The proposed budget was presented at the August 1 and August 15 City Council meetings. This proposed budget was prepared using the certified assessed valuation from the Collin County Appraisal District and the proposed calculated existing tax rate of $0.303216. One minor change was made to this budget; a separate account (# 11-6200-442) was set up to display membership dues paid to Texas Municipal League (TML). The proposed budget for fiscal year 2019-2020 shows excess revenue over expenditures in the amount of $97,125 in the General Fund.

Attachments/Supporting Documentation

1. Ordinance 2019-08-00898 - Budget for FY 2019-2020. (Exhibit "A" – Detailed Budget for FY 2019-2020 will be sent out under separate cover).

Budget/Financial Impact

The financial impact for the proposed budget is varied and is outlined in detail in the attached budget.

Recommendation

Staff recommends approval of the FY 2019-2020 budget. This item requires a record vote.

Item No. 06

City of Lucas
Council Agenda Request
August 29, 2019

Motion

I make a motion to adopt Ordinance 2019-08-00898 approving the budget for the fiscal year beginning October 1, 2019 and ending September 30, 2020.

Second motion to comply with state law:

"I move to ratify the property tax revenue increase reflected in the Fiscal Year 2019-2020 Adopted Budget.

ORDINANCE 2019-08-00898

[Adoption of Budget for FY 2019-2020]

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LUCAS, TEXAS, ADOPTING THE BUDGET FOR FISCAL YEAR BEGINNING OCTOBER 1, 2019 AND ENDING SEPTEMBER 30, 2020; PROVIDING THAT EXPENDITURES FOR SAID FISCAL YEAR SHALL BE MADE IN ACCORDANCE WITH SAID BUDGET; APPROPRIATING AND SETTING ASIDE THE NECESSARY FUNDS OUT OF THE GENERAL AND OTHER REVENUES FOR SAID FISCAL YEAR FOR THE MAINTENANCE AND OPERATION OF THE VARIOUS DEPARTMENTS AND FOR VARIOUS ACTIVITIES AND IMPROVEMENTS OF THE CITY; PROVIDING A REPEALING CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, an annual budget for the fiscal year beginning October 1, 2019, and ending September 30, 2020, has been duly created by the financial office of the City of Lucas, Texas, in accordance with Chapter 102.002 of the Local Government Code; and

WHEREAS, as required by Section 6.02 of the City Charter, the City Manager has prepared and submitted to the City Council a proposed budget of expenditures and revenues of all City for the fiscal year beginning October 1, 2019 and ending September 30, 2020; and

WHEREAS, the financial office for the City of Lucas has filed the proposed budget in the office of the City Secretary and the proposed budget was made available for public inspection in accordance with Chapter 102.005 of the Local Government Code; and

WHEREAS, a public hearing was held by the City in accordance with Chapter 102.006 of the local Government Code, following due publication of notice thereof, at which time all citizens and parties of interest were given the opportunity to be heard regarding the proposed budget; and

WHEREAS, after full and final consideration, it is the opinion of the Lucas City Council that the 2019-2020 fiscal year budget as hereinafter set forth should be adopted.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LUCAS, TEXAS:

SECTION 1. That the proposed budget of the revenue and expenditures necessary for conducting the affairs of the City of Lucas, Texas for the fiscal year beginning October 1, 2019 and ending September 30, 2020 as submitted to the City Council by the City Manager, attached hereto as Exhibit "A", be and the same is hereby adopted as the budget of the City of Lucas for the fiscal year beginning October 1, 2019 and ending September 30, 2020.

SECTION 2. That the expenditures during the fiscal year beginning October 1, 2019 and ending September 30, 2020 shall be made in accordance with the budget approved by this ordinance unless otherwise authorized by a duly enacted ordinance of the City of Lucas, Texas.

SECTION 3. That all budget amendments and transfers of appropriations budgeted from one account or activity to another within any individual activity for the fiscal year 2018-2019 are hereby ratified, and the budget approval for fiscal year 2018–2019, heretofore enacted by the City Council, be and the same is hereby amended to the extent of such transfers and amendments for all purposes.

SECTION 4. Upon approval of the budget the budget office shall file a true and certified copy thereof with the County Clerk of Collin County, Texas.

SECTION 5. All ordinances of the City of Lucas, Texas, in conflict with the provisions of this ordinance be, and the same are hereby, repealed; provided, however, that all other provisions of said ordinances not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. Should any word, sentence, paragraph, subdivision, clause, phrase or section of this ordinance, be adjudged or held to be void or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinance which shall remain in full force and effect.

SECTION 7. This Ordinance shall take effect on October 1, 2019.

DULY PASSED AND APPROVED BY THE CITY COUNSEL OF THE CITY OF LUCAS, COLLIN COUNTY, TEXAS, ON THIS 29TH DAY OF AUGUST, 2019.

APPROVED:

_____
Jim Olk, Mayor

APPROVED AS TO FORM: ATTEST:

_____ _____
Joseph J. Gorfida, Jr., City Attorney Stacy Henderson, City Secretary

Exhibit A

Item No. 07

City of Lucas
Council Agenda Request
August 29, 2019

Requester: Finance Director Liz Exum

Agenda Item Request

Consider adopting Ordinance 2019-08-00899 of the City of Lucas, Texas, levying Ad Valorem Taxes for the Tax Year 2019 (Fiscal Year 2019-2020) at a rate of $0.303216 per one hundred ($100) assessed valuation on all taxable property within the corporate limits of the City of Lucas as of January 1, 2019.

Background Information

This item is to adopt the 2019 tax rate to generate sufficient revenues as required in the adopted 2019-2020 budget. The attached ordinance sets the 2019 ad valorem tax rate at $0.303216 cents per $100 assesses valuation, to be distributed as follows:

$0.184515 for Maintenance and Operations
$0.118701 for Debt Service (Interest & Sinking)
$0.303216 Total Tax Rate

Attachments/Supporting Documentation

Ordinance 2019-08-00899 Ad Valorem Tax Rate for FY 2019-2020.

Budget/Financial Impact

Rate as included in the Annual Operating Budget for FY 2019-2020.

Recommendation

Staff recommends adopting Ordinance 2019-08-00899 Ad Valorem Tax Rate approving the 2019 tax rate using the required language listed in the motion. The voting on the ordinance adopting the tax rate must be a record vote.

Motion

The following is the motion that must be made to adopt Ordinance 2019-08-00899 levying ad valorem taxes for the 2019 tax year:

"I move that the property tax rate be increased by the adoption of a tax rate of $0.303216, which is effectively a 1.96 percent increase in the tax rate."

ORDINANCE 2019-08-00899

[AD VALOREM TAX RATE FOR 2019]

AN ORDINANCE OF THE CITY OF LUCAS, TEXAS, LEVYING AD VALOREM TAXES FOR THE TAX YEAR 2019 (FISCAL YEAR 2019-2020) AT A RATE OF $0.303216 PER ONE HUNDRED DOLLARS ($100) ASSESSED VALUATION ON ALL TAXABLE PROPERTY WITHIN THE CORPORATE LIMITS OF THE CITY OF LUCAS AS OF JANUARY 1, 2019, TO PROVIDE REVENUE FOR THE PAYMENT OF CURRENT EXPENSES; PROVIDING FOR AN INTEREST AND SINKING FUND FOR ALL OUTSTANDING DEBT OF THE CITY OF LUCAS; PROVIDING FOR DUE AND DELINQUENT DATES TOGETHER WITH PENALTIES AND INTEREST; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, following public notice duly posted and published in all things as required by law Texas Tax Code §26.052(c) regarding the meeting to be held regarding the adoption of the proposed tax rate for the City of Lucas for Tax Year 2019, submitted by the City Manager in accordance with provisions of state statutes and the City of Lucas Home Rule Charter, and

WHEREAS, the City Council, upon full consideration of the matter, is of the opinion that the tax rate hereinafter set forth is proper and should be approved and adopted.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LUCAS, TEXAS, THAT:

Section 1. There is hereby levied and shall be assessed for the tax year 2019 on all taxable property, real, personal and mixed, situated within the corporate limits of the City of Lucas, Texas, and not exempt by the Constitution of the State and valid State laws, a tax of $0.303216 on each One Hundred Dollars ($100) assessed valuation of taxable property apportioned and distributed as follows:

(a) For the purpose of defraying the current expenditures of the municipal government of the City of Lucas, a tax of $0.184515 on each and every One Hundred Dollars ($100) assessed value on all taxable property; and

(b) For the purpose of creating a sinking fund to pay the interest and principal maturities of all outstanding debt of the City of Lucas, not otherwise provided for, a tax of $0.118701 on each One Hundred Dollars ($100) assessed value of taxable property within the City of Lucas, and shall be applied to the payment of interest and maturities of all such outstanding debt of the City.

Section 2. All ad valorem taxes shall become due and payable on October 1, 2019, and all ad valorem taxes for the year shall become delinquent if not paid prior to February 1, 2020. There shall be no discount for payment of taxes prior to February 1, 2020. A delinquent tax shall incur all penalty and interest authorized by law, to wit:

(a) A penalty of six percent on the amount of the tax for the first calendar month it is delinquent, plus one percent for each additional month or portion of a month the tax remains unpaid prior to July 1 of the year in which it becomes delinquent.

(b) Provided, however, a tax delinquent on July 1, 2020, incurs a total penalty of twelve percent of the amount of delinquent tax without regard to the number of months the tax has been delinquent. A delinquent tax shall also accrue interest at the rate of one percent for each month or portion of a month the tax remains unpaid. Taxes for the year 2019 and taxes for all future years that become delinquent on or after February 1 but not later than May 1, that remain delinquent on July 1 of the year in which they become delinquent, incur an additional penalty in the amount of twenty percent (20%) of taxes, penalty and interest due, pursuant to Texas Property Tax Code Section 6.30 and 33.07, as amended. Taxes assessed against tangible personal property for the year 2019 and for all future years that become delinquent on or after February 1 of a year incur an additional penalty on the later of the date the personal property taxes become subject to the delinquent tax attorney's contract, or 60 days after the date the taxes become delinquent, such penalty to be in the amount of twenty percent (20%) of taxes, penalty and interest due, pursuant to Texas Property Tax Code Section 33.11. Taxes for the year 2019 and taxes for all future years that remain delinquent on or after June 1 under Texas Property Tax Code Sections 26.07(f), 26.15(e), 31.03, 31.031, 31.032 or 31.04 incur an additional penalty in the amount of twenty percent (20%) of taxes, penalty and interest due, pursuant to Texas Property Tax Code Section 6.30 and Section 33.08, as amended.

Section 3. The City shall have available all the rights and remedies provided by law for the enforcement of the collection of taxes levied under this ordinance.

Section 4. The tax roll as presented to the City Council, together with any supplements thereto, be and the same are hereby approved.

Section 5. Should any word, sentence, paragraph, subdivision, clause, phrase or section of this ordinance, be adjudged or held to be void or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinance which shall remain in full force and effect.

Section 6. All ordinances of the City of Lucas, Texas, in conflict with the provisions of this ordinance be, and the same are hereby, repealed; provided, however, that all other provisions of said ordinances not in conflict with the provisions of this ordinance shall remain in full force and effect.

Section 7. This ordinance shall take effect immediately from and after its passage, as the law and charter in such cases provide.

DULY PASSED AND APPROVED BY THE CITY COUNSEL OF THE CITY OF LUCAS, COLLIN COUNTY, TEXAS, ON THIS 29TH DAY OF AUGUST, 2019.

APPROVED:

_____
Jim Olk, Mayor

APPROVED AS TO FORM:

_____
Joseph J. Gorfida, Jr., City Attorney

ATTEST:

_____
Stacy Henderson, City Secretary

Item No. 08

City of Lucas
City Council Agenda Request
August 29, 2019

Requester: Mayor Jim Olk

Agenda Item Request

Executive Session:

Pursuant to Section 551.072 of the Texas Government Code, the City Council will convene into Executive Session to deliberate the purchase of real property located within the City of Lucas.

Background Information

NA

Attachments/Supporting Documentation

NA

Budget/Financial Impact

NA

Recommendation

NA

Motion

NA

Item No. 09

City of Lucas
City Council Agenda Request
August 29, 2019

Requester: Mayor Jim Olk

Agenda Item Request

Reconvene from Executive Session and take any action necessary as a result of the Executive Session.

Background Information

NA

Attachments/Supporting Documentation

NA

Budget/Financial Impact

NA

Recommendation

NA

Motion

NA