

# AGENDA

## CITY OF PEARLAND ♦ CITY COUNCIL

February 10, 2014

7:30 p.m.

**MAYOR**  
**Tom Reid**

**Greg Hill**  
**Mayor Pro-Tem**  
**Position No. 5**

### COUNCIL MEMBERS

**Tony Carbone**  
**Position No. 1**

**Scott Sherman**  
**Position No. 2**

**Susan Sherrouse**  
**Position No. 3**



**Keith Ordeneaux**  
**Position No. 4**

**Darrin Coker**  
**City Attorney**

**Jon R. Branson**  
**Interim City**  
**Manager**

**Mike Hodge**  
**Assistant City Manager**

**Young Lorfing**  
**City Secretary**

In accordance with the Texas Open Meeting Act the Agenda is posted for public information, at all times, for at least 72 hours preceding the scheduled time of the meeting on the bulletin board located at the front entrance of the City Hall, 3519 Liberty Drive.

**AGENDA – OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, TO BE HELD ON MONDAY, FEBRUARY 10, 2014, AT 7:30 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

- I. CALL TO ORDER**
- II. INVOCATION AND THE PLEDGE OF ALLEGIANCE TO THE UNITED STATES OF AMERICA FLAG AND TEXAS FLAG**
- III. RECOGNITIONS AND AWARDS**
- IV. CITIZEN COMMENTS:**
- V. DOCKETED PUBLIC HEARING: NONE**
- VI. CONSENT AGENDA:**

**ALL ITEMS LISTED UNDER THE “CONSENT AGENDA” ARE CONSIDERED TO BE ROUTINE AND REQUIRE LITTLE OR NO DELIBERATION BY THE CITY COUNCIL. THESE ITEMS WILL BE ENACTED/APPROVED BY ONE MOTION UNLESS A COUNCILMEMBER REQUESTS SEPARATE ACTION ON AN ITEM, IN WHICH EVENT THE ITEM WILL BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED BY SEPARATE ACTION (IX. MATTERS REMOVED FROM CONSENT AGENDA). APPROVAL OF THE CONSENT AGENDA ENACTS THE ITEMS OF LEGISLATION.**

- A. CONSIDERATION AND POSSIBLE ACTION – APPROVAL OF MINUTES:**
  - 1. Minutes of the January 27, 2014, Regular Meeting, held at 7:30 p.m.
  - 2. Minutes of the January 25, 2014, Special Meeting, held at 8:30 a.m.
  - 3. Minutes of the January 25, 2014, Special Meeting, held at 6:45 p.m.
  - 4. Minutes of the January 13, 2014, Regular Meeting, held at 7:30 p.m.
  - 5. Minutes of the December 16, 2013, Regular Meeting, held at 7:30 p.m.
- B. CONSIDERATION AND POSSIBLE ACTION – EXCUSE THE ABSENCE OF COUNCILMEMBER SCOTT SHERMAN FROM THE REGULAR COUNCIL MEETING HELD ON JANUARY 27, 2014.**
- C. CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-10 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, RENEWING A UNIT SUPPLY CONTRACT FOR AUTOPARTS. *Mr. Jon R. Branson, Interim City Manager.***

**VII. MATTERS REMOVED FROM CONSENT AGENDA**

**VIII. NEW BUSINESS:**

1. **CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-11**– A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, APPROVING THE CITY'S SAFE ROUTES TO SCHOOL PLAN-2014. *Mr. Jon Branson, Interim City Manager.*
2. **CONSIDERATION AND POSSIBLE ACTION RESOLUTION NO. R2014-8** – A RESOLUTION AND ORDER OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, ORDERING THE HOLDING OF A GENERAL AND SPECIAL ELECTION TO BE HELD ON SATURDAY, MAY 10, 2014, FOR THE PURPOSE OF ELECTING THE MAYOR AND ONE MEMBER OF THE CITY COUNCIL TO POSITION NUMBER THREE (3) IN AND FOR THE CITY OF PEARLAND, TEXAS; AND FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED ELECTORS OF THE CITY OF PEARLAND, TEXAS, CERTAIN PROPOSED CHARTER AMENDMENTS; ESTABLISHING POLLING PLACES; NAMING CLERKS; AND ESTABLISHING PROCEDURES FOR SAID REGULAR CITY OFFICERS AND SPECIAL ELECTION. *Mr. Darrin Coker, City Attorney.*
3. **CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-9** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ENTER INTO AN ELECTION SERVICES AGREEMENT WITH BRAZORIA COUNTY. *Mr. Jon Branson, Interim City Manager.*

**OTHER BUSINESS:**

1. **SECTION 551.087 - REGARDING CONSULTATIONS WITH CITY ATTORNEY** – REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS. *Mr. Jon Branson, Interim City Manager.*

**NEW BUSINESS CONTINUED:**

4. **CONSIDERATION AND POSSIBLE ACTION** – REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS. *City Council.*

**IV. ADJOURNMENT**

This site is accessible to disabled individuals. For special assistance, please call Young Lorfing at 281-652-1840 prior to the meeting so that appropriate arrangements can be made.

# Consent Agenda Item A

**A. CONSIDERATION AND POSSIBLE ACTION – APPROVAL  
OF MINUTES:**

Minutes of the January 27, 2014, Regular Meeting, held at 7:30 p.m.

Minutes of the January 25, 2014, Special Meeting, held at 8:30 a.m.

Minutes of the January 25, 2014, Special Meeting, held at 6:45 p.m.

Minutes of the January 13, 2014, Regular Meeting, held at 7:30 p.m.

Minutes of the December 16, 2013, Regular Meeting, held at 7:30 p.m.

**MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, HELD ON MONDAY, JANUARY 27, 2014, AT 7:30 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

Mayor Reid called the meeting to order at 7:37 p.m. with the following present:

Mayor	Tom Reid
Mayor Pro-Tem	Greg Hill
Councilmember	Tony Carbone
Councilmember	Keith Ordeneaux
Councilmember	Susan Sherrouse
Interim City Manager	Jon R. Branson
City Attorney	Darrin Coker
City Secretary	Young Lorfing

Absent: Councilmember Scott Sherman.

Others in attendance: Claire Bogard Director of Finance; Matt Buchanan President of Economic Development Corporation; Trent Epperson Director of Engineering and Capital Projects; Bonita J. Hall Director of Human Resources and Safety Management; Mike Hodge Assistant City Manager; Lata Krishnarao Director of Community Development; Michelle Smith Director of Parks and Recreation; Eric Wilson Public Works Director; Sparkle Anderson Communications Manager; Rick Overgaard Assistant Finance Director; Bob Pearce Purchasing Officer; Kim Sinistore Executive Director, Convention and Visitors Bureau.

The invocation was given by Texas State Representative Ed Thompson and the Pledge of Allegiance was led by Mayor Pro-Tem Greg Hill.

**RECOGNITIONS AND AWARDS:**

Interim City Manager Jon Branson recognized and congratulated the Parks and Recreation Director Michelle Smith and her department for receiving an award from the Houston Galveston Area Council Parks and Natural Areas for outstanding work in the area of Natural Resources.

Mayor Reid recognized and thanked the Youth Action Council students for attending the City Council Meeting.

**CITIZENS:**

Joy Goodale, 822 Maple Branch Lane, addressed Council stating she is representing Country Place Master Community Association and the residents of Country Place. She would like to request an exemption from the ninety six gallon recycle bins that are scheduled to be delivered to each home. She stated most of the residents in Country Place are retiree's living on a fixed income. A recycle bin of this size would not be safe for a resident of Country Place to handle and try to take to the street.

Richard Burns, 719 Laurel Grove, addressed Council stating the average age of the residents in Country Place is 75 years old and a large majority are single ladies. He asked Council to reconsider and not force the large recycle bins on the residents of Country Place.

Frank Bianco, 3706 S. Peach Hollow Circle, stated the City would save money by not buying the large recycle bins for the residents of Country Place.

Mayor Reid called for a brief recess at 7:54 p.m.

Mayor Reid called the meeting back to order at 8:02 p.m.

**DOCKETED PUBLIC HEARING:** None.

**CONSENT AGENDA:**

**A. CONSIDERATION AND POSSIBLE ACTION – APPROVAL OF MINUTES:**

1. Minutes of the December 16, 2013 Special Meeting, held at 6:45 p.m.
2. Minutes of the December 9, 2013 Regular Meeting, held at 7:30 p.m.

**B. CONSIDERATION AND POSSIBLE ACTION – SECOND AND FINAL READING OF ORDINANCE NO. 1495 – AN ORDINANCE EXTENDING THE CITY LIMITS OF THE CITY OF PEARLAND, TEXAS, TO INCLUDE ALL LAND AREA WITHIN CERTAIN LIMITS AND BOUNDARIES AND ANNEXING TO THE CITY OF PEARLAND ALL OF THE AREA WITHIN SUCH LIMITS AND BOUNDARIES (AREA GENERALLY LOCATED EAST OF CR 107F, NORTH OF BAILEY RD, AND WEST OF MANVEL RD); APPROVING A SERVICE PLAN FOR ALL OF THE AREA WITHIN SUCH LIMITS AND BOUNDARIES; CONTAINING OTHER PROVISIONS RELATED TO THE SUBJECT; AND PROVIDING A SAVINGS AND SEVERABILITY CLAUSE. *Ms. Lata Krishnarao, Director of Community Development.***

**C. CONSIDERATION AND POSSIBLE ACTION – SECOND AND FINAL READING OF ORDINANCE NO. 1492-1 – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AMENDING ORDINANCE NO. 1492, THE 2013-2014 ANNUAL BUDGET ORDINANCE, BY; AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO TAKE ALL ACTIONS NECESSARY TO FACILITATE THE CHANGES IDENTIFIED HEREIN WITHOUT FURTHER APPROVAL OF CITY COUNCIL; PROVIDING A SAVINGS CLAUSE, A SEVERABILITY CLAUSE, A REPEALER CLAUSE, AND AN EFFECTIVE DATE. *Mr. Jon Branson, Interim City Manager.***

**D. CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-6 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING CLARIFIER DRIVES FOR THE BARRY ROSE WASTEWATER TREATMENT PLANT.**

*Mr. Jon Branson, Interim City Manager.*

Councilmember Carbone made the motion, seconded by Mayor Pro-Tem Hill, to adopt Consent Agenda Items A through D as presented on the Consent Agenda.

Voting “Aye” Councilmembers Carbone, Hill, Ordeneaux, and Sherrouse.

Voting “No” None.

Motion Passed 4 to 0, with Councilmember Sherman absent.

**NEW BUSINESS:**

**COUNCIL ACTION – RESOLUTION NO. R2014-7 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, ACCEPTING THE CITY’S INVESTMENT REPORT FOR THE QUARTER ENDING DECEMBER 2013.**

*Mr. Jon Branson, Interim City Manager.*

Mayor Pro-Tem Hill made the motion, seconded by Councilmember Carbone, to approve Resolution No. R2014-7.

Director of Finance Claire Bogard gave a brief overview of the City’s Investment Report for the quarter ending December, 2013.

Voting “Aye” Councilmembers Sherrouse, Ordeneaux, Hill, and Carbone.

Voting “No” None.

Motion Passed 4 to 0, with Councilmember Sherman absent.

**OTHER BUSINESS:**

Council adjourned into Executive Session under Texas Government Code at 8:12 p.m.

**EXECUTIVE SESSION UNDER TEXAS GOVERNMENT CODE**

- 1. SECTION 551.087 - REGARDING CONSULTATIONS WITH CITY ATTORNEY – REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS.** *Mr. Jon Branson, Interim City Manager.*
- 2. SECTION 551.074 - PERSONNEL MATTERS: REGARDING THE CITY MANAGER’S SELECTION PROCESS.** *City Council.*

**NEW BUSINESS CONTINUED:**

Council returned from Executive Session at 9:07 p.m.

**COUNCIL ACTION – REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS.**  
*City Council.*

No Council action taken.

**COUNCIL ACTION – REGARDING THE CITY MANAGER’S SELECTION PROCESS.**  
*City Council.*

Mayor Pro-Tem Hill made the motion, seconded by Councilmember Sherrouse, to authorize Staff to offer employment to Clay Pearson as Pearland City Manager and the contract sent to Mr. Pearson as discussed in Executive Session.

Voting “Aye” Councilmembers Carbone, Hill, Ordeneaux, and Sherrouse.

Voting “No” None.

Motion Passed 4 to 0, with Councilmember Sherman absent.

**ADJOURNMENT**

Meeting was adjourned at 9:08 p.m.

Minutes approved as submitted and/or corrected this the \_\_\_ day of \_\_\_\_\_ A.D. 2014.

\_\_\_\_\_  
Tom Reid  
Mayor

ATTEST:

\_\_\_\_\_  
Young Lorfing, TRMC  
City Secretary

**MINUTES OF A SPECIAL MEETING OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, HELD ON SATURDAY, JANUARY 25, 2014, AT 8:30 A.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

Mayor Reid called the meeting to order at 8:34 a.m. with the following present:

Mayor	Tom Reid
Mayor Pro-Tem	Greg Hill
Councilmember	Tony Carbone
Councilmember	Scott Sherman
Councilmember	Keith Ordeneaux
Councilmember	Susan Sherrouse
Interim City Manager	Jon Branson
City Attorney	Darrin Coker
City Secretary	Young Lorfing

**EXECUTIVE SESSION UNDER TEXAS GOVERNMENT CODE**

Council adjourned into Executive Session under Texas Government Code at 8:34 a.m.

- 1. SECTION 551.074 – PERSONNEL MATTERS – DISCUSSION REGARDING THE CITY MANAGER’S SELECTION PROCESS.** *City Council.*

**NEW BUSINESS CONTINUED:**

Council returned from Executive Session at 2:45 p.m.

**COUNCL ACTION – REGARDING THE CITY MANAGER’S SELECTION PROCESS.** *City Council.*

No Council action taken.

**ADJOURNMENT**

Meeting was adjourned at 2:46 p.m.

Minutes approved as submitted and/or corrected this the \_\_\_\_\_ day of \_\_\_\_\_, A.D. 2014.

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Tom Reid  
Mayor

ATTEST:

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Young Lorfing, TRMC  
City Secretary

**MINUTES OF A SPECIAL MEETING OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, HELD ON SATURDAY, JANUARY 25, 2014, AT 6:45 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

Mayor Reid called the meeting to order at 6:55 p.m. with the following present:

Mayor	Tom Reid
Mayor Pro-Tem	Greg Hill
Councilmember	Tony Carbone
Councilmember	Scott Sherman
Councilmember	Keith Ordeneaux
Councilmember	Susan Sherrouse
Interim City Manager	Jon Branson
City Attorney	Darrin Coker
City Secretary	Young Lorfing

**EXECUTIVE SESSION UNDER TEXAS GOVERNMENT CODE**

Council adjourned into Executive Session under Texas Government Code at 6:58 p.m.

- 1. SECTION 551.074 – PERSONNEL MATTERS – DISCUSSION REGARDING THE CITY MANAGER’S SELECTION PROCESS.** *City Council.*

**NEW BUSINESS CONTINUED:**

Council returned from Executive Session at 8:41 p.m.

**COUNCIL ACTION – REGARDING THE CITY MANAGER’S SELECTION PROCESS.** *City Council.*

No Council action taken.

**ADJOURNMENT**

Meeting was adjourned at 8:42 p.m.

Minutes approved as submitted and/or corrected this the \_\_\_\_\_ day of \_\_\_\_\_, A.D. 2014.

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Tom Reid  
Mayor

ATTEST:

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Young Lorfing, TRMC  
City Secretary

**MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, HELD ON MONDAY, JANUARY 13, 2014, AT 7:30 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

Mayor Reid called the meeting to order at 7:32 p.m. with the following present:

Mayor	Tom Reid
Mayor Pro-Tem	Greg Hill
Councilmember	Tony Carbone
Councilmember	Scott Sherman
Councilmember	Keith Ordeneaux
Councilmember	Susan Sherrouse
Interim City Manager	Jon Branson
City Attorney	Darrin Coker
City Secretary	Young Lorfing

Others in attendance: Matt Buchanan President of Economic Development Corporation; Eric Wilson Public Works Director; J.C. Doyle Police Chief; Trent Epperson Director of Engineering and Capital Projects; Mike Hodge Assistant City Manager; Lata Krishnarao Director of Community Development; Andrea Broughton Deputy Director/City Engineer; Claire Bogard Director of Finance; Michelle Smith Director of Parks and Recreation; Bobby Pennington Budget Officer; Sparkle Anderson Communications Manager; Skipper Jones Assistant Director of Capital Projects; Bob Pearce Purchasing Officer;

The invocation was given by Councilmember Carbone and the Pledge of Allegiance was led by J.C. Doyle Police Chief.

Carol Artz-Bucek, Pearland Chamber of Commerce President extended an invitation to the 53<sup>rd</sup> Annual Pearland Chamber of Commerce Banquet on January 23, 2014. She stated a Tour for the new EMS offices located at 2703 Veterans Drive is scheduled for January 15, 2014, and the State of the City is February 27, 2014.

Mayor Reid recognized and thanked the Youth Action Council (YAC) for attending the Pearland Council Meeting.

**CITIZENS:** None.

**DOCKETED PUBLIC HEARING:** None.

**CONSENT AGENDA:**

**A. CONSIDERATION AND POSSIBLE ACTION – APPROVAL OF MINUTES:**

1. Minutes of the December 9, 2013 Public Hearing, held at 6:30 p.m.
2. Minutes of the December 9, 2013 Public Hearing, held at 6:30 p.m.
3. Minutes of the December 16, 2013 Public Hearing, held at 6:30 p.m.

**B. CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-3 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AWARDING A UNIT SUPPLY BID FOR AMMUNITION. *Mr. Jon Branson, Interim City Manager.***

**C. CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-4 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, RENEWING A BID FOR HVAC/REFRIGERATOR SYSTEMS REPAIR SERVICES. *Mr. Jon Branson, Interim City Manager.***

Councilmember Carbone made the motion, seconded by Councilmember Sherman, to adopt Consent Agenda Items A through C as presented on the Consent Agenda.

Voting “Aye” Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting “No” None.

Motion Passed 5 to 0.

**NEW BUSINESS:**

**FIRST READING OF ORDINANCE NO. 1495 – AN ORDINANCE EXTENDING THE CITY LIMITS OF THE CITY OF PEARLAND, TEXAS, TO INCLUDE ALL LAND AREA WITHIN CERTAIN LIMITS AND BOUNDARIES AND ANNEXING TO THE CITY OF PEARLAND ALL OF THE AREA WITHIN SUCH LIMITS AND BOUNDARIES (AREA GENERALLY LOCATED EAST OF CR 107F, NORTH OF BAILEY RD, AND WEST OF MANVEL RD); APPROVING A SERVICE PLAN FOR ALL OF THE AREA WITHIN SUCH LIMITS AND BOUNDARIES; CONTAINING OTHER PROVISIONS RELATED TO THE SUBJECT; AND PROVIDING A SAVINGS AND SEVERABILITY CLAUSE.**

*Ms. Lata Krishnarao, Director of Community Development.*

Councilmember Sherman made the motion, seconded by Mayor Pro-Tem Hill, to approve the First Reading of Ordinance No. 1495.

Interim City Manager Jon Branson reported Council is being asked to consider the annexation of the 20 acre property located on the east side of CR 107F, north of Bailey Road, and west of Manvel Road.

Discussion ensued between Council and Assistant City Manager Mike Hodge regarding the drainage issues with the adjacent property.

Voting "Aye" Councilmembers Sherrouse, Ordeneaux, Hill, Sherman, and Carbone.

Voting "No" None.

Motion Passed 5 to 0.

**FIRST AND ONLY READING OF ORDINANCE NO. 1497** – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, ESTABLISHING SCHOOL ZONE SPEED LIMITS ESTABLISHED FOR VEHICLES UNDER THE PROVISIONS OF THE TEXAS TRANSPORTATION CODE, UPON CERTAIN STREETS AND HIGHWAYS, OF PARTS THEREOF, WITHIN THE CORPORATE LIMITS OF THE CITY OF PEARLAND, AS SET OUT IN THIS ORDINANCE; PROVIDING A PENALTY; AND DECLARING AN EMERGENCY. *Mr. Jon Branson, Interim City Manager.*

Mayor Pro-Tem Hill made the motion, seconded by Councilmember Sherman, to approve the First and Only Reading of Ordinance No. 1497.

Interim City Manager Jon Branson reported Council is being asked for consideration and approval of a single Ordinance to establish the School Zone speed limits with the City of Pearland.

Discussion ensued between Council and Deputy Director/City Engineer Andrea Broughton regarding established school zone speed limits.

Councilmember Sherman requested Staff to provide Council with a report on how many citations have been issued in various school zones over the last year.

Voting "Aye" Councilmembers Sherrouse, Ordeneaux, Hill, Sherman, and Carbone.

Voting "No" None.

Motion Passed 5 to 0.

**FIRST READING OF ORDINANCE NO. 1492-1** – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AMENDING ORDINANCE NO. 1492, THE 2013-2014 ANNUAL BUDGET ORDINANCE, BY; AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO TAKE ALL ACTIONS NECESSARY TO FACILITATE THE CHANGES IDENTIFIED HEREIN WITHOUT FURTHER APPROVAL OF CITY COUNCIL; PROVIDING A SAVINGS CLAUSE, A SEVERABILITY CLAUSE, A REPEALER CLAUSE, AND AN EFFECTIVE DATE. *Mr. Jon Branson, Interim City Manager.*

Councilmember Ordeneaux made the motion, seconded by Councilmember Carbone, to approve the First Reading of Ordinance No. 1492-1.

Interim City Manager Jon Branson reported Council is being asked for approval to amend the year 2014 budget to reflect additional appropriations from Fiscal Year 2013 carryover for revenue and expenditures/expense.

Discussion ensued between Council and Public Works Director Eric Wilson regarding the funds for Public Works Water Production and sidewalk rehabilitation.

Voting "Aye" Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting "No" None.

Motion Passed 5 to 0.

**COUNCIL ACTION – RESOLUTION NO. R2014-2** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING A CONTRACT FOR CONSULTING SERVICES ASSOCIATED WITH THE SELECTION OF AN ENTERPRISE RESOURCE PLANNING SYSTEM. *Mr. Jon Branson, Interim City Manager.*

Councilmember Sherrouse made the motion, seconded by Councilmember Carbone, to approve Resolution No. R2014-2.

Interim City Manager Jon Branson reported Council is being asked for approval to award a contract to BerryDunn in the amount of \$78,200 for consulting services related to the solicitation and selection of an Enterprise Resource Planning (ERP) system. The ERP system will replace the City's existing core administrative software application, Sungard HTE.

Voting "Aye" Councilmembers Sherrouse, Ordeneaux, Hill, Sherman, and Carbone.

Voting "No" None.

Motion Passed 5 to 0.

**COUNCIL ACTION – RESOLUTION NO. R2014-1** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO PARTICIPATE IN AN INTERLOCAL COOPERATIVE PRICING ARRANGEMENT WITH THE HOUSTON-GALVESTON AREA COUNCIL (HGAC) FOR THE PURCHASE OF A DUAL DRUM ROLLER AND A MOTOR GRADER. *Mr. Jon Branson, Interim City Manager.*

Councilmember Carbone made the motion, seconded by Councilmember Sherman, to approve Resolution No. R2014-1.

Interim City Manager Jon Branson reported Council is being asked for approval to purchase one (1) Bomag dual drum vibratory roller in the amount of \$98,278 from R.B. Everett & Company. One (1) Lee Boy motor grader in the amount of \$123,007 from Associated Supply Company Inc., pursuant to the H-GAC (Houston Galveston Area Council) Cooperative Purchasing Contract.

Voting "Aye" Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting "No" None.

Motion Passed 5 to 0.

**COUNCIL ACTION – RESOLUTION NO. R2014-5** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, RENEWING A BID FOR MECHANICAL SERVICES. *Mr. Jon Branson, Interim City Manager.*

Councilmember Sherman made the motion, seconded by Councilmember Carbone, to approve Resolution No. R2014-5.

Interim City Manager Jon Branson reported Council is being asked to award a bid for the renewal of mechanical services to STP Services for an estimated annual expenditure of \$350,000.

Voting "Aye" Councilmembers Sherrouse, Ordeneaux, Hill, Sherman, and Carbone.

Voting "No" None.

Motion Passed 5 to 0.

**OTHER BUSINESS:** None.

**ADJOURNMENT**

Meeting was adjourned at 8:01 p.m.

Minutes approved as submitted and/or corrected this the \_\_\_\_\_ day of \_\_\_\_\_, A.D. 2014.

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Tom Reid  
Mayor

ATTEST:

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Young Lorfing, TRMC  
City Secretary

**MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, HELD ON MONDAY, DECEMBER 16, 2013, AT 7:30 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

Mayor Reid called the meeting to order at 7:43 p.m. with the following present:

Mayor	Tom Reid
Mayor Pro-Tem	Greg Hill
Councilmember	Tony Carbone
Councilmember	Scott Sherman
Councilmember	Keith Ordeneaux
Councilmember	Susan Sherrouse
City Manager	Bill Eisen
City Attorney	Darrin Coker
City Secretary	Young Lorfing

Others in attendance: Daniel Baum Deputy Chief; Jon Branson Assistant City Manager; J.C. Doyle Police Chief; Bonita J. Hall Director of Human Resources and Safety Management; Mike Hodge Assistant City Manager; Claire Bogard Finance Director; Michelle Smith Director of Parks and Recreation; Vance Riley Director of Fire Services; Sparkle Anderson Communications Manager; Harold Ellis City Planner; Carlos Guzman Vice President of Pearland Economic Development Corporation.

The invocation was given by Mayor Reid and the Pledge of Allegiance was led by J.C. Doyle Police Chief.

**RECOGNITIONS AND AWARDS:**

Mayor Pro-Tem Hill stated Council would like to recognize City Manager Bill Eisen in the event of his retiring the end of December, 2013.

Councilmember Sherrouse stated the City and Council has been fortunate to have Bill Eisen as the City Manager for the last several years. She further stated it has been a pleasure working with him and thanked him for his contribution to the City.

Councilmember Ordeneaux stated it has been a pleasure working with Mr. Eisen and getting to know him and his family. The City would not be where it is today without the guidance of Mr. Eisen.

Mayor Pro-Tem Hill stated he was not acquainted with Mr. Eisen when he was hired in 2001 as the Pearland City Manager. He further stated in the last two years getting to know him he has found Mr. Eisen to be a person of great character and he rises above the politics to get the job done.

Councilmember Sherman stated during his time as a Councilmember the City has been through some tough times regarding the budget. He further stated Mr. Eisen being a Leader and having a steady hand is what brought the City through the tough times. He appreciates everything Mr. Eisen has brought to the City.

Councilmember Carbone stated he echoes the sentiments of the Councilmembers and he hopes to continue to see Mr. Eisen and his family throughout City.

Mayor Reid stated he is impressed with Mr. Eisen's calm nature and his ability to assess an issue and come up with the correct solution. Mr. Eisen has put together a Staff of quality individuals that is the finest in the Gulf Coast area. His guidance and judgment have made Pearland the City it is today. He further stated he appreciates what Mr. Eisen stands for, represents, and everything he has accomplished.

City Manager Bill Eisen was presented with two framed aerial maps of the City of Pearland. A 2001 map when City Manager Bill Eisen was hired and a 2013 map of the City of Pearland today.

**CITIZENS:** None.

**DOCKETED PUBLIC HEARING:** None.

**CONSENT AGENDA:**

- A. CONSIDERATION AND POSSIBLE ACTION – APPROVAL OF MINUTES:**
  - 1. Minutes of the November 25, 2013 Regular Meeting, held at 7:30 p.m.
  
- B. CONSIDERATION AND POSSIBLE ACTION – EXCUSE THE ABSENCE OF COUNCILMEMBER SUSAN SHERROUSE FROM THE REGULAR COUNCIL MEETING HELD ON DECEMBER 9, 2013.**  
*City Council.*
  
- C. CONSIDERATION AND POSSIBLE ACTION – SECOND AND FINAL READING OF ORDINANCE NO. 2000-T-16 – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AMENDING SELECTED PROVISIONS OF THE UNIFIED DEVELOPMENT CODE OF THE CITY; HAVING A SAVINGS CLAUSE, A SEVERABILITY CLAUSE, AND A REPEALER CLAUSE; PROVIDING FOR CODIFICATION, PUBLICATION AND AN EFFECTIVE DATE.** *Ms. Lata Krishnarao, Director of Community Development and Mr. Harold Ellis, City Planner.*
  
- D. CONSIDERATION AND POSSIBLE ACTION – SECOND AND FINAL READING OF ORDINANCE NO. CUP2013-10 – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, APPROVING A CONDITIONAL USE PERMIT FOR CERTAIN PROPERTY, BEING LEGALLY DESCRIBED AS LOT 1, BLOCK 1, CVS SHERWOOD, RECORDED IN VOLUME 24, PAGE 170, B.C.P.R., BEING OUT OF THOMAS J. GREEN SURVEY, A-198, BRAZORIA COUNTY, CITY OF PEARLAND, TEXAS (LOCATED AT 2906 BROADWAY ST., PEARLAND, TX), FOR A CONDITIONAL USE**

PERMIT APPLICATION NO. CUP 2013-10 TO ALLOW AN EMERGENCY CARE CLINIC WITHIN THE GENERAL BUSINESS RETAIL (GB) DISTRICT AT THE REQUEST OF GREG MCGAHEY, APPLICANT FOR CVS PHARMACY, INC., OWNER, CONTAINING A SAVINGS CLAUSE, A SEVERABILITY CLAUSE, AN EFFECTIVE DATE AND OTHER PROVISIONS RELATED TO THE SUBJECT.

*Mr. Mike Hodge, Assistant City Manager.*

- E. CONSIDERATION AND POSSIBLE ACTION – SECOND AND FINAL READING OF ORDINANCE NO. 1496** – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, FINDING THAT THE CITY HAS ESTABLISHED *GUIDELINES AND CRITERIA FOR GRANTING TAX ABATEMENT* PURSUANT TO RESOLUTION NO. R2013-14; DESIGNATING AND DESCRIBING A REINVESTMENT ZONE (TO BE KNOWN AS REINVESTMENT ZONE #25), IN ACCORDANCE WITH THE PROPERTY REDEVELOPMENT AND TAX ABATEMENT ACT; FINDING THAT THE IMPROVEMENTS SOUGHT ARE FEASIBLE AND PRACTICAL AND WOULD BE A BENEFIT TO THE LAND TO BE INCLUDED IN THE ZONE AND THE MUNICIPALITY AFTER THE EXPIRATION OF THE TAX ABATEMENT AGREEMENT; AUTHORIZING THE CITY MANAGER TO SIGN TAX ABATEMENT AGREEMENTS WHEN APPROVED BY THE CITY COUNCIL; HAVING A SAVINGS CLAUSE AND A SEVERABILITY CLAUSE; AND AN EFFECTIVE DATE.

*Mr. Darrin Coker, City Attorney.*

Councilmember Carbone made the motion, seconded by Councilmember Sherman, to adopt Consent Agenda Items A through E as presented on the Consent Agenda.

Voting “Aye” Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting “No” None.

Motion Passed 5 to 0.

#### **NEW BUSINESS:**

**COUNCIL ACTION – RESOLUTION NO. R2013-205** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AWARDED A BID FOR THE PURCHASE AND INSTALLATION OF POLICE VEHICLE EQUIPMENT. *Mr. Bill Eisen, City Manager.*

Councilmember Sherman made the motion, seconded by Mayor Pro-Tem Hill, to approve Resolution No. R2013-205.

City Manager Bill Eisen reported Council is being asked to award a bid for the purchase and installation of required Police vehicle equipment. The anticipated total will be \$65,765.79 to All America Sales Corporation and for the purchase of digital video systems in the amount of \$61,500 to Coban Technologies.

Voting "Aye" Councilmembers Sherrouse, Ordeneaux, Hill, Sherman, and Carbone.

Voting "No" None.

Motion Passed 5 to 0.

**COUNCIL ACTION – RESOLUTION NO. R2013-206** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AWARDED A BID FOR PURCHASE OF FLEET VEHICLES. *Mr. Bill Eisen, City Manager.*

Mayor Pro-Tem Hill made the motion, seconded by Councilmember Sherman, to approve Resolution No. R2013-206.

City Manager Bill Eisen reported Council is being asked for approval authorizing the purchase of one Ford F-350 cab/chassis from Philpott Motors in the amount of \$29,679.60. One Jeep Cherokee from Grapevine Dodge/Chrysler/Jeep in the amount of \$25,430.75 through the Texas Association of School Boards (TASB) Buyboard cooperative purchasing program. One scissor-type lift unit from Stamm Manufacturing in the amount of \$49,965.

Discussion ensued between Council and Police Chief J.C. Doyle regarding the purchase of police vehicles.

Voting "Aye" Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting "No" None.

Motion Passed 5 to 0.

**COUNCIL ACTION – RESOLUTION NO. R2013-207** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, ADOPTING A PAY PLAN FOR TRANSITIONAL PARAMEDIC/FIREFIGHTER. *Mr. Bill Eisen, City Manager.*

Councilmember Ordeneaux made the motion, seconded by Councilmember Sherrouse, to approve Resolution No. R2013-207.

City Manager Bill Eisen reported it is proposed the Transitional Paramedic/Firefighters will be paid using the current Firefighter/EMT pay classification and an additional \$450 per month Paramedic certification pay. This certification pay was discussed during the consolidation workshops and is needed to attract qualified candidates, and be competitive with other Fire Departments. The Paramedic certification pay is only being proposed for the Transitional Paramedic/Firefighter positions. The pay proposal is primarily due to these four people having a less desirable shift structure. Staff proposes on or after October 1, 2014 when former EMS department employees move to the new

Fire Department shift schedule and pay plan, that all certified fire fighters of all ranks in the Department, who are also Paramedics, get Paramedic certification pay in the amount of \$450 per month.

Voting "Aye" Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting "No" None.

Motion Passed 5 to 0.

**COUNCIL ACTION – RESOLUTION NO. R2013-208** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ENTER INTO AN INTERLOCAL AGREEMENT WITH PEARLAND INDEPENDENT SCHOOL DISTRICT ASSOCIATED WITH THE VETERANS SPORTS COMPLEX. *Mr. Bill Eisen, City Manager.*

Councilmember Sherrouse made the motion, seconded by Councilmember Carbone, to approve Resolution No. R2013-208.

Councilmember Ordeneaux left the Chambers at 8:05 p.m. due to his employment with Pearland Independent School District.

City Manager Bill Eisen reported in the 2013-2014 budget there are funds allocated to begin to lease the fields behind the Recreation Center and Natatorium from Pearland Independent School District. The fields are currently used at a minimal level by PISD and are mainly used by outside user groups. With the construction in Centennial Park there will be some park programs displaced as well as programs of other user groups. By adding these fields to the inventory managed by the Parks & Recreation Department, we can increase the usage of this community asset, alleviate the burden on the school district to manage these outside user groups, and use our policies that are being developed to consistently manage the various user groups.

Discussed ensued between Council, City Manager Bill Eisen, and Parks & Recreation Director Michelle Smith regarding the additional property next to the fields and sufficient parking.

Voting "Aye" Councilmembers Sherrouse, Hill, Sherman, and Carbone.

Voting "No" None.

Motion Passed 4 to 0, with Councilmember Ordeneaux absent from the Chambers.

**OTHER BUSINESS:**

Council adjourned into Executive Session under Texas Government Code at 8:12 p.m.

**EXECUTIVE SESSION UNDER TEXAS GOVERNMENT CODE**

1. **SECTION 551.074 – PERSONNEL MATTERS – REGARDING THE SELECTION OF AN INTERIM CITY MANAGER.**  
*City Council*
2. **SECTION 551.074 – PERSONNEL MATTERS – DISCUSSION REGARDING THE CITY MANAGER’S SELECTION PROCESS.** *City Council.*

**NEW BUSINESS CONTINUED:**

Council returned from Executive Session at 9:54 p.m.

**COUNCIL ACTION – REGARDING THE SELECTION OF AN INTERIM CITY MANAGER.** *City Council*

Councilmember Sherman made a motion, seconded by Councilmember Carbone, to appoint Jon Branson as Interim City Manager effective January 1, 2014 and adjusting his salary on a temporary basis until a new City Manager is hired as discussed in Executive Session.

Voting “Aye” Councilmembers Carbone, Sherman, Hill, Ordeneaux, and Sherrouse.

Voting “No” None.

Motion Passed 5 to 0.

**COUNCIL ACTION – REGARDING THE CITY MANAGER’S SELECTION PROCESS.**  
*City Council.*

No Council action taken.

**ADJOURNMENT**

Meeting was adjourned at 9:55 p.m.

Minutes approved as submitted and/or corrected this the \_\_\_\_ day of \_\_\_\_\_A.D. 2014.

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Tom Reid  
Mayor

ATTEST:

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Young Lorfing, TRMC  
City Secretary

# Consent Agenda Item B

- B. CONSIDERATION AND POSSIBLE ACTION – EXCUSE THE ABSENCE OF COUNCILMEMBER SCOTT SHERMAN FROM THE REGULAR COUNCIL MEETING HELD ON JANUARY 27, 2014. *City Council.***

**AGENDA REQUEST  
BUSINESS OF THE CITY COUNCIL  
CITY OF PEARLAND, TEXAS**

<b>AGENDA OF: 02-09-2014</b>	<b>ITEM NO.:</b> Consent Agenda
<b>DATE SUBMITTED: 01-28-2014</b>	<b>DEPARTMENT OF ORIGIN:</b> City Secretary
<b>PREPARED BY:</b> Maria E. Rodriguez	<b>PRESENTOR:</b> City Council
<b>REVIEWED BY:</b> Jon R. Branson	<b>REVIEW DATE:</b> January 28, 2014
<b>SUBJECT:</b> Excuse the absence of Councilmember Scott Sherman from the Regular Council Meeting held on January 27, 2014.	
<b>EXHIBITS:</b> None	
<b>EXPENDITURE REQUIRED:</b> N/A <b>AMOUNT AVAILABLE:</b> N/A <b>ACCOUNT NO.:</b> N/A	<b>AMOUNT BUDGETED:</b> N/A <b>PROJECT NO.:</b> N/A
<b>ADDITIONAL APPROPRIATION REQUIRED:</b> N/A <b>ACCOUNT NO.:</b> N/A <b>PROJECT NO.:</b> N/A	
<b>To be completed by Department:</b> <input type="checkbox"/> Finance <input type="checkbox"/> Legal <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution	

**EXECUTIVE SUMMARY**

Excuse Councilmember Scott Sherman's absence from the January 27, 2014, Regular Council Meeting.

**RECOMMENDED ACTION**

Council action required.

# Consent Agenda Item C

- C. CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-10** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, RENEWING A UNIT SUPPLY CONTRACT FOR AUTOPARTS. *Mr. Jon R. Branson, Interim City Manager.*

**AGENDA REQUEST  
BUSINESS OF THE CITY COUNCIL  
CITY OF PEARLAND, TEXAS**

<b>AGENDA OF:</b>	February 10, 2014	<b>ITEM NO.:</b>	Resolution No. R2014-10
<b>DATE SUBMITTED:</b>	January 31, 2014	<b>DEPT. OF ORIGIN:</b>	Finance
<b>PREPARED BY:</b>	Bob Pearce	<b>PRESENTOR:</b>	Jon R. Branson
<b>REVIEWED BY:</b>	Jon R. Branson	<b>REVIEW DATE:</b>	January 30, 2014
<b>SUBJECT:</b> Renewal of Bid for Supply of Auto Parts			
<b>EXHIBITS:</b> R2014-10			
<b>FUNDING:</b>			
<input type="checkbox"/> Grant <input type="checkbox"/> Developer/Other <input checked="" type="checkbox"/> Cash <input type="checkbox"/> Bonds To Be Sold <input type="checkbox"/> Bonds- Sold <input type="checkbox"/> L/P – Sold <input type="checkbox"/> L/P – To Be Sold			
<b>EXPENDITURE REQUIRED:</b> \$147,000 (est.)			
<b>AMOUNT AVAILABLE:</b> \$147,000		<b>AMOUNT BUDGETED:</b> \$147,000	
<b>ACCOUNT NO.:</b> Various City department operating budgets.			
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>			
<b>ACCOUNT NO.:</b>			
<b>PROJECT NO.:</b>			
<b>To be completed by Department:</b>			
X Finance	X Legal	Ordinance	X Resolution

**EXECUTIVE SUMMARY**

**BACKGROUND**

Pursuant to Resolution #R2013-28, City Council approved a bid award to Pearland Standard Auto Parts and XL Parts, LP in February, 2013 for the supply of auto parts for use by the Public Works Department in the repair and maintenance of the City vehicle.

**SCOPE OF CONTRACT**

One (1) year agreement for the purchase of auto parts as needed for City vehicles.

**BID AND AWARD**

The initial contract term was for a period of one (1) year, with two (2) additional one (1) year renewal options available upon the mutual agreement of both parties, and the approval of City Council. Bid specifications allow the awarded contractor to request a price increase at time of renewal of a percentage not to exceed the rate of increase in the

Consumer Price Index (CPI) for the Houston-Galveston-Brazoria region during the prior 12 month period.

Pearland Standard Auto Parts and XL Parts, LP have both agreed to renew their respective contracts with no price increase at this time, therefore pricing for the first renewal period will be at the unit prices originally bid and awarded by Council.

**SCHEDULE**

Supply of auto parts will occur as needed throughout the term of the agreement.

**POLICY/GOAL CONSIDERATION**

Purchase of these auto parts is needed for the repair and maintenance of City vehicles.

**CURRENT AND FUTURE FUNDING /FINANCIAL IMPACTS**

Funding for these items come from various departmental accounts.

**O&M IMPACT INFORMATION**

<b>Fiscal Year</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
	\$147,000 (est.)	\$152,300*	Re-bid

\*Based upon an estimated 3.6% annual increase in CPI.

**RECOMMENDED ACTION**

Consideration and approval of a resolution to award a bid for the renewal of the purchase of auto parts to Pearland Standard Auto Parts and XL Parts, LP, at the unit prices reflected by the highlighted portions in the attached bid tabulation.

**RESOLUTION NO. R2014-10**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND,  
TEXAS, RENEWING A UNIT SUPPLY CONTRACT FOR AUTOPARTS.**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS:**

**Section 1.** That the City Council hereby renews a unit supply contract with Pearland Standard Auto Parts and XL Auto Parts, LP, , in the unit price amounts reflected in Exhibit "A" attached hereto.

**Section 2.** The City Manager or his designee is hereby authorized to execute a supply contract for auto parts.

PASSED, APPROVED and ADOPTED this the \_\_\_\_\_ day of \_\_\_\_\_,  
A.D., 2014.

\_\_\_\_\_  
TOM REID  
MAYOR

ATTEST:

\_\_\_\_\_  
YOUNG LORFING, TRMC  
CITY SECRETARY

APPROVED AS TO FORM:

\_\_\_\_\_  
DARRIN M. COKER  
CITY ATTORNEY

BID TABULATION: AUTO PARTS SUPPLY  
 BID OPENING DATE: THURSDAY, JANUARY 10, 2013  
 BID NUMBER: 1213-14

Line	Description	Mfgr	MfgNo	UOM	QTY	Interstate All Battery		O'Reilly Auto Parts		Standard Auto Parts		XL Parts, LP	
						Unit	Extended	Unit	Extended	Unit	Extended	Unit	Extended
<b>1</b>	<b>FILTERS: FUEL, OIL, AIR - SECTION TOTAL</b>			<b>PKG</b>	<b>1</b>		<b>\$0.00</b>		<b>\$978.80</b>		<b>\$1,123.76</b>		<b>\$791.87</b>
1.1	FILTER, FUEL	WIX	24006	EA	1	NO BID		\$5.68		\$6.62		\$4.13	
1.2	FILTER, FUEL	WIX	24027	EA	1	NO BID		\$9.74		\$11.37		\$7.44	
1.3	FILTER, FUEL	WIX	24723	EA	1	NO BID		\$37.18		\$43.38		\$28.25	
1.4	FILTER, FUEL	WIX	33123	EA	1	NO BID		\$13.16		\$11.79		\$7.86	
1.5	FILTER, FUEL	WIX	33166	EA	1	NO BID		\$4.42		\$5.15		\$3.10	
1.6	FILTER, FUEL	WIX	33248	EA	1	NO BID		\$6.31		\$7.36		\$4.38	
1.7	FILTER, FUEL	WIX	33296	EA	1	NO BID		\$5.93		\$6.92		\$4.94	
1.8	FILTER, FUEL	WIX	33338	EA	1	NO BID		\$7.96		\$9.29		\$6.17	
1.9	FILTER, FUEL	WIX	33390	EA	1	NO BID		\$5.33		\$6.22		\$3.44	
1.10	FILTER, FUEL	WIX	33425	EA	1	NO BID		\$8.05		\$8.85		\$4.94	
1.11	FILTER, FUEL	WIX	33472	EA	1	NO BID		\$8.57		\$10.00		\$6.83	
1.12	FILTER, FUEL	WIX	33481	EA	1	NO BID		\$7.85		\$9.16		\$6.50	
1.13	FILTER, FUEL	WIX	33484	EA	1	NO BID		\$8.45		\$9.86		\$8.16	
1.14	FILTER, FUEL	WIX	33585XE	EA	1	NO BID		\$10.85		\$12.66		\$8.33	
1.15	FILTER, FUEL	WIX	33595	EA	1	NO BID		\$6.27		\$7.32		\$5.55	
1.16	FILTER, FUEL	WIX	33626	EA	1	NO BID		\$9.19		\$10.72		\$7.11	
1.17	FILTER, FUEL	MOTORCRAFT	FD4615	EA	1	NO BID		\$51.53		\$55.00		\$54.95	
1.18	FILTER, FUEL	MOTORCRAFT	FD4616	EA	1	NO BID		\$41.93		\$45.00		\$32.46	
1.19	FILTER, FUEL	WIX	33994	EA	1	NO BID		\$40.76		\$47.56		\$36.15	
1.20	FILTER, FUEL	BALDWIN	PF7934KIT	EA	1	NO BID		\$32.45		\$39.75		\$25.53	
1.21	FILTER, FUEL	BALDWIN	BF7742	EA	1	NO BID		\$9.89		\$11.54		\$9.65	
1.22	FILTER, FUEL	BALDWIN	BF7802	EA	1	NO BID		\$7.97		\$9.30		\$6.75	
1.23	FILTER, FUEL	AC DELCO	GF652	EA	1	NO BID		\$7.85		\$9.49		\$6.50	
1.24	FILTER, FUEL	AC DELCO	TP3012	EA	1	NO BID		\$28.35		\$30.29		\$31.38	
1.25	FILTER, OIL	WIX	51334	EA	1	NO BID		\$4.15		\$4.84		\$3.80	
1.26	FILTER, OIL	WIX	51348	EA	1	NO BID		\$3.45		\$4.03		\$2.90	
1.27	FILTER, OIL	WIX	51372	EA	1	NO BID		\$3.73		\$4.35		\$3.31	

						Interstate All Battery	O'Reilly Auto Parts	Standard Auto Parts	XL Parts, LP
1.28	FILTER, OIL	WIX	51381	EA	1	NO BID	\$3.61	\$4.21	\$3.60
1.29	FILTER, OIL	WIX	51394	EA	1	NO BID	\$3.73	\$4.35	\$3.54
1.30	FILTER, OIL	WIX	51515	EA	1	NO BID	\$3.45	\$4.03	\$3.80
1.31	FILTER, OIL	WIX	51516	EA	1	NO BID	\$3.45	\$4.03	\$3.60
1.32	FILTER, OIL	WIX	51522	EA	1	NO BID	\$3.96	\$4.62	\$3.59
1.33	FILTER, OIL	WIX	51799	EA	1	NO BID	\$19.19	\$22.39	\$13.35
1.34	FILTER, OIL	WIX	57045	EA	1	NO BID	\$3.40	\$3.97	NO BID
1.35	FILTER, OIL	WIX	57064	EA	1	NO BID	\$3.59	\$4.19	\$2.62
1.36	FILTER, OIL	WIX	57151	EA	1	NO BID	\$12.59	\$14.69	\$10.43
1.37	FILTER, OIL	WIX	57398	EA	1	NO BID	\$5.91	\$6.90	\$4.59
1.38	FILTER, OIL	WIX	57060	EA	1	NO BID	\$3.45	\$4.03	\$2.71
1.39	FILTER, OIL	WIX	57502	EA	1	NO BID	\$3.82	\$4.46	NO BID
1.40	FILTER, OIL	WIX	57744XD	EA	1	NO BID	\$30.59	\$35.69	\$25.00
1.41	FILTER, OIL	BALDWIN	B7039	EA	1	NO BID	\$10.25	\$9.19	\$8.04
1.42	FILTER, OIL	BALDWIN	P7235	EA	1	NO BID	\$14.38	\$15.28	\$11.77
1.43	FILTER, OIL	AC DELCO	PF2232	EA	1	NO BID	\$6.29	\$9.19	\$4.60
1.44	FILTER, A/C CABIN	WIX	24316	EA	1	NO BID	\$15.65	\$18.26	\$11.96
1.45	FILTER, A/C CABIN	WIX	24805	EA	1	NO BID	\$9.24	\$10.16	\$9.61
1.46	FILTER, AIR	WIX	42253	EA	1	NO BID	\$32.14	\$37.50	\$24.57
1.47	FILTER, AIR	WIX	42487	EA	1	NO BID	\$10.90	\$12.72	\$8.99
1.48	FILTER, AIR	WIX	46077	EA	1	NO BID	\$5.73	\$6.69	\$5.26
1.49	FILTER, AIR	WIX	46134	EA	1	NO BID	\$4.96	\$5.78	\$4.90
1.50	FILTER, AIR	WIX	46153	EA	1	NO BID	\$5.63	\$6.57	\$6.36
1.51	FILTER, AIR	WIX	46253	EA	1	NO BID	\$8.06	\$9.40	\$6.52
1.52	FILTER, AIR	WIX	46417	EA	1	NO BID	\$17.86	\$20.83	\$13.98
1.53	FILTER, AIR	WIX	46489	EA	1	NO BID	\$21.59	\$25.19	\$15.75
1.54	FILTER, AIR INNER	WIX	46569	EA	1	NO BID	\$14.14	\$16.50	\$10.98
1.55	FILTER, AIR	WIX	46870	EA	1	NO BID	\$42.59	\$49.69	\$33.28
1.56	FILTER, AIR	WIX	46930	EA	1	NO BID	\$19.07	\$22.25	\$14.92
1.57	FILTER, AIR	WIX	49114	EA	1	NO BID	\$7.52	\$8.77	\$6.58
1.58	FILTER, AIR	WIX	49883	EA	1	NO BID	\$10.78	\$12.57	\$8.62
1.59	FILTER, AIR	WIX	49902	EA	1	NO BID	\$18.74	\$23.09	\$13.91
1.60	FILTER, AIR	BALDWIN	PA2237	EA	1	NO BID	\$6.49	\$9.19	\$7.16

						Interstate All Battery	O'Reilly Auto Parts	Standard Auto Parts	XL Parts, LP	
1.61	FILTER, AIR	BALDWIN	PA4148	EA	1	NO BID	\$17.83	\$16.98	\$13.53	
1.62	FILTER, AIR	BALDWIN	PA4167	EA	1	NO BID	\$14.57	\$11.96	\$12.28	
1.63	FILTER, AIR	BALDWIN	CA4999	EA	1	NO BID	\$37.81	\$46.50	\$28.16	
1.64	FILTER, AIR	BALDWIN	PA4323	EA	1	NO BID	\$10.78	\$11.96	\$8.62	
1.65	FILTER, AIR	AC DELCO	A3087C	EA	1	NO BID	\$28.43	\$34.63	\$21.13	
1.66	FILTER, AIR	BALDWIN	CA5369	EA	1	NO BID	\$43.19	\$45.09	\$33.39	
1.67	FILTER, AIR	WIX	49116	EA	1	NO BID	\$8.69	\$10.04	\$7.19	
1.68	FILTER, AIR	AC DELCO	A3102C	EA	1	NO BID	\$36.50	\$49.27	\$23.01	
1.69	FILTER, AIR	WIX	46418	EA	1	NO BID	\$11.25	\$13.13	\$9.46	
<b>2</b>	<b>LIGHTING - SECTION TOTAL</b>				<b>1</b>		<b>\$0.00</b>	<b>\$104.22</b>	<b>\$85.80</b>	<b>\$136.48</b>
2.1	HEADLAMP		4652	EA	1	NO BID	\$6.59	\$2.59	\$11.76	
2.2	HEADLAMP, HALOGEN		H4701	EA	1	NO BID	\$8.39	\$8.19	\$25.23	
2.3	HEADLAMP, HALOGEN		H4703	EA	1	NO BID	\$8.39	\$8.19	\$24.99	
2.4	HEADLAMP, HALOGEN		H9405	EA	1	NO BID	\$14.39	\$18.92	\$29.22	
2.5	HEADLAMP		H6054	EA	1	NO BID	\$6.59	\$6.89	\$15.66	
2.6	BULB, HEADLAMP		BP894	EA	1	NO BID	\$4.89	\$6.89	\$9.45	
2.7	FLASHER		6450088	EA	1	NO BID	\$3.79	NO BID	\$1.09	
2.8	194 MINI-BULB		28027	EA	1	NO BID	\$0.28	\$0.29	\$0.94	
2.9	211-2 MINI-BULB		28032	EA	1	NO BID	\$0.91	\$0.50	\$1.35	
2.10	906 MINI-BULB		28043	EA	1	NO BID	\$1.16	\$0.70	\$1.29	
2.11	1157 MINI-BULB		28073	EA	1	NO BID	\$0.28	\$0.39	\$0.51	
2.12	1195 MINI-BULB		28081	EA	1	NO BID	\$2.69	\$2.99	\$8.34	
2.13	3057 MINI-BULB, 2358/2457		28108	EA	1	NO BID	\$0.79	\$0.69	\$1.17	
2.14	3157 MINI-BULB, 2359/2458		28110	EA	1	NO BID	\$0.79	\$0.69	\$0.99	
2.15	CONVERTER, TAIL LIGHT		5214	EA	1	NO BID	\$27.30	\$10.92	NO BID	
2.16	FLASHER, ALTERNATOR		EL13	EA	1	NO BID	\$16.99	\$16.96	\$4.49	
<b>3</b>	<b>BRAKE PARTS - SECTION TOTAL</b>			<b>PKG</b>	<b>1</b>		<b>\$0.00</b>	<b>1193.61 **</b>	<b>\$1,515.04</b>	<b>1263.64 *</b>
3.1	CALIPER		8C3Z28120C	EA	1	NO BID	NO BID	NO BID	NO BID	
3.2	CALIPER		8C3Z28121C	EA	1	NO BID	NO BID	NO BID	NO BID	
3.3	CALIPER FRONT		8C3Z2B120C	EA	1	NO BID	\$56.15	\$49.14	NO BID	
3.4	CALIPER FRONT		8C3Z2B121CA	EA	1	NO BID	\$56.15	\$49.14	\$92.32	
3.5	PADS FRONT		D833	EA	1	NO BID	\$19.00	\$35.06	\$34.07	
3.6	PADS FRONT		D974A	EA	1	NO BID	\$18.81	\$35.06	\$36.40	

					Interstate All Battery	O'Reilly Auto Parts	Standard Auto Parts	XL Parts, LP
3.7	PADS FRONT	MKD369	EA	1	NO BID	\$17.96	\$35.06	\$37.28
3.8	PADS REAR	D785	EA	1	NO BID	\$20.90	\$35.06	\$36.40
3.9	PADS, FRONT	MKD1069	EA	1	NO BID	\$24.80	\$35.06	\$37.28
3.10	PADS, FRONT	MKD1083	EA	1	NO BID	\$27.46	\$35.06	\$34.94
3.11	PADS, FRONT	MKD824	EA	1	NO BID	\$17.10	\$36.86	\$37.28
3.12	PADS, FRONT	MKD931FM	EA	1	NO BID	\$21.85	\$44.06	\$40.78
3.13	PADS, FRONT	MRD934	EA	1	NO BID	\$22.23	\$28.05	\$13.95
3.14	PADS, FRONT	SX1363	EA	1	NO BID	\$64.62	\$35.06	\$46.61
3.15	PADS, REAR	MKD1012	EA	1	NO BID	\$14.54	\$35.06	\$34.94
3.16	PADS, REAR	MKD757	EA	1	NO BID	\$17.96	\$40.46	\$37.28
3.17	PADS, REAR	MKD935	EA	1	NO BID	\$20.52	\$35.06	\$34.94
3.18	PADS, REAR	MX935	EA	1	NO BID	\$44.87	\$35.06	\$34.94
3.19	PADS, REAR	QC1194	EA	1	NO BID	\$48.79	\$36.86	\$36.40
3.20	PARKING SHOES	R745	EA	1	NO BID	\$19.49	\$27.81	\$19.43
3.21	ROTOR, IGNITION	D465	EA	1	NO BID	\$10.00	\$9.47	\$7.80
3.22	ROTORS FRONT	PRT5076	EA	1	NO BID	\$42.39	\$37.59	\$38.91
3.23	ROTORS FRONT	PRT5259	EA	1	NO BID	\$26.81	\$29.03	\$29.27
3.24	ROTORS	145519	EA	1	NO BID	\$69.59	\$95.80	\$85.50
3.25	ROTORS, FRONT	141067	EA	1	NO BID	\$28.60	\$42.51	\$49.28
3.26	ROTORS, FRONT	141453	EA	1	NO BID	\$26.39	\$26.25	\$30.02
3.27	ROTORS, FRONT	141621	EA	1	NO BID	\$30.39	\$25.94	\$33.51
3.28	ROTORS, FRONT	141818	EA	1	NO BID	\$48.79	\$65.40	\$30.02
3.29	ROTORS, FRONT	141907	EA	1	NO BID	\$28.79	\$44.18	\$93.90
3.30	ROTORS, FRONT	145048	EA	1	NO BID	\$27.19	\$26.55	\$30.20
3.31	ROTORS, FRONT	145143	EA	1	NO BID	\$44.16	\$50.36	NO BID
3.32	ROTORS, FRONT	145191	EA	1	NO BID	\$39.99	\$35.00	\$39.54
3.33	ROTORS, FRONT	145240	EA	1	NO BID	\$47.99	\$45.85	NO BID
3.34	ROTORS, FRONT	580420P	EA	1	NO BID	NO BID	NO BID	NO BID
3.35	ROTORS, FRONT	PRT5326	EA	1	NO BID	\$41.59	\$32.77	\$37.76
3.36	ROTORS, REAR	18A2332A	EA	1	NO BID	\$51.99	\$38.99	\$45.70
3.37	CALIPERS, REMANUFACTURED	I55728M	EA	1	NO BID	\$26.59	\$46.47	NO BID
3.38	CALIPERS, REMANUFACTURED	L55729M1	EA	1	NO BID	NO BID	\$46.47	NO BID
3.39	DRUMS, REAR	140532	EA	1	NO BID	\$45.59	\$33.32	\$32.08

					Interstate All Battery	O'Reilly Auto Parts	Standard Auto Parts	XL Parts, LP
3.40	EMERGENCY BRAKE SHOE	781	EA	1	NO BID	\$23.57	\$48.13	\$34.91
3.41	BRAKE LINING KIT	8C372001C	EA	1	NO BID	NO BID	NO BID	NO BID
3.42	SHOE & LINING KIT	3U2Z2001AA	EA	1	NO BID	NO BID	\$71.98	NO BID
<b>4</b>	<b>FLUIDS - SECTION TOTAL</b>		<b>PKG</b>	<b>1</b>	<b>\$0.00</b>	<b>114.03 *</b>	<b>\$118.01</b>	<b>\$137.00</b>
4.1	WIPER REFILL PREMIUM	25-20A	EA	1	NO BID	NO BID	\$3.50	\$5.59
4.2	WIPER REFILL	11-16	EA	1	NO BID	\$7.99	\$2.99	\$2.49
4.3	WIPER REFILL	11-17	EA	1	NO BID	\$7.19	\$2.99	\$2.49
4.4	WIPER REFILL	11-20	EA	1	NO BID	\$7.19	\$2.99	\$2.49
4.5	WIPERS 16" HD	31-16 HD	EA	1	NO BID	\$9.49	\$2.99	\$3.99
4.6	WIPERS	31-16	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.7	WIPERS	31-17	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.8	WIPERS	31-18	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.9	WIPERS	31-19	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.10	WIPERS	31-20	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.11	WIPERS	31-21	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.12	WIPERS	31-22	EA	1	NO BID	\$3.49	\$2.99	\$3.99
4.13	DIESEL COOLING SYSTEM ADDITIVE	31508421479	EA	1	NO BID	\$4.09	NO BID	\$3.76
4.14	FLUID, STARTER	6752	EA	1	NO BID	\$2.39	\$3.14	\$2.99
4.15	COMPRESSOR OIL W/DYE	6812UV6	EA	1	NO BID	\$9.99	\$5.99	\$5.99
4.16	GASKET STRIPPER	80704	EA	1	NO BID	\$8.99	\$7.99	\$11.25
4.17	ENGINE DEGREASER	80715	EA	1	NO BID	\$3.29	\$3.59	\$2.49
4.18	ANTIFREEZE ALL MIX	ANTIFREEZE ALL MIX	EA	1	NO BID	NO BID	\$13.99	\$11.49
4.19	ROTELLA 50/50	ANTIFREEZE RED	EA	1	NO BID	NO BID	\$12.99	\$14.95
4.20	AUTOMATIC TRANSMISSION FLUID QUART	ATF-QUART	EA	1	NO BID	NO BID	\$2.97	\$3.15
4.21	BRAKE FLUID GALLON	BRAKE FLUID-GALLON	EA	1	NO BID	\$16.79	\$17.99	\$18.99
4.22	BRAKE FLUID QUART	BRAKE FLUID-QUART	EA	1	NO BID	\$4.59	\$5.49	\$4.99
4.23	ALL-PURPOSE ORANGE OIL DEGREASER	ORANGE DEGREASER	EA	1	NO BID	\$4.22	\$3.99	\$5.98
4.24	POWER STEERING FLUID QUART	POWER STEERING FLUID	EA	1	NO BID	\$3.39	\$3.49	\$5.99
<b>5</b>	<b>BATTERIES - SECTION TOTAL</b>		<b>PKG</b>	<b>1</b>	<b>\$1,229.95</b>	<b>\$947.89</b>	<b>\$893.00</b>	<b>\$736.12</b>
5.1	BATTERY	24-72	EA	1	\$105.45	\$71.99	\$69.00	\$45.25
5.2	BATTERY	24F-72	EA	1	\$105.45	\$71.99	\$69.00	\$45.25
5.3	BATTERY	27-72	EA	1	\$105.45	\$80.99	\$74.00	\$75.74
5.4	BATTERY	27F-72	EA	1	\$105.45	\$80.99	\$74.00	\$73.99

					Interstate All Battery	O'Reilly Auto Parts	Standard Auto Parts	XL Parts, LP
5.5	BATTERY	65-72	EA	1	\$117.40	\$80.99	\$76.00	\$73.99
5.6	BATTERY, 3 YEAR	65CP	EA	1	\$103.05	\$92.69	\$79.00	\$57.62
5.7	BATTERY	78-72	EA	1	\$113.35	\$74.69	\$69.00	\$55.16
5.8	BATTERY	MT-78	EA	1	\$96.75	\$88.19	\$69.00	\$68.33
5.9	BATTERY	MTP 48/46	EA	1	\$127.70	\$107.99	\$77.00	\$80.98
5.10	BATTERY	MTP-65	EA	1	\$117.40	\$92.69	\$79.00	\$73.99
5.11	BATTERY CORE	MTP-78-DT-CORE	EA	1	\$16.00	\$12.00	\$79.00	\$13.50
5.12	BATTERY	MTP-78-DT	EA	1	\$116.50	\$92.69	\$79.00	\$72.32

\* Apparent low bid amount no longer overall low for specified section when its no-bid items replaced w/pricing of lowest acceptable competing item.

\*\* Staff unable to verify brand of brake parts bid; additionally, Fleet staff have reported previous issues with vendor's stocking capability, negatively impacting product availability.

# New Business Item No. 1

1. **CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-11**– A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, APPROVING THE CITY'S SAFE ROUTES TO SCHOOL PLAN-2014. *Mr. Jon Branson, Interim City Manager.*

**AGENDA REQUEST  
BUSINESS OF THE CITY COUNCIL  
CITY OF PEARLAND, TEXAS**

<b>AGENDA OF:</b>	February 10, 2014	<b>ITEM NO.:</b>	Resolution No. R2014-11
<b>DATE SUBMITTED:</b>	January 31, 2014	<b>DEPT. OF ORIGIN:</b>	
<b>PREPARED BY:</b>	Joel Hardy	<b>PRESENTOR:</b>	Jon Branson
<b>REVIEWED BY:</b>	Jon R. Branson	<b>REVIEW DATE:</b>	February 6, 2014
<b>SUBJECT: City of Pearland Safe Routes to School Plan - 2014</b>			
<b>EXHIBITS: Resolution 2014-11 SRTS Plan - 2014</b>			
	Grant	Developer/Other	Cash
Bonds To Be Sold	Bonds- Sold	L/P – Sold	L/P – To Be Sold
<b>FUNDING:</b>			
<b>EXPENDITURE REQUIRED: N/A</b>		<b>AMOUNT BUDGETED: N/A</b>	
<b>AMOUNT AVAILABLE: N/A</b>		<b>PROJECT NO.: N/A</b>	
<b>ACCOUNT NO.: N/A</b>			
<b>ADDITIONAL APPROPRIATION REQUIRED: N/A</b>			
<b>ACCOUNT NO.: N/A</b>			
<b>PROJECT NO.: N/A</b>			
<b>To be completed by Department:</b>			
Finance	X Legal	Ordinance	X
<b>Resolution</b>			

**EXECUTIVE SUMMARY**

**BACKGROUND**

The term “Safe Routes to School” was first used in Denmark in the late 1970s as part of a very successful initiative to reduce the number of children killed while walking and bicycling to school. Safe Routes to School (SRTS) spread internationally, with programs springing up throughout Europe and in Australia, New Zealand, Canada, and the United States. Safe Routes to School programs operate in all 50 states and D.C. With legislative extensions, the Federal Safe Routes to School Program has apportioned nearly \$1.15 billion to states as of September

30, 2012. These funds have benefited or will benefit more than 14,000 schools. Beginning in October 2012, SRTS activities were eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a program called Transportation Alternatives (TAP). In 2009, the Texas Transportation Commission approved \$54.1 million to fund 200 projects in more than 73 communities. It is anticipated that a 2014 Request for Proposals/Applications may be available in the coming months.

One challenge that a fast-paced community like Pearland has relates to the number of new schools and neighborhoods that have come to exist in Pearland with the advantage of new development codes such as sidewalks, hike & bike trails, etc. while the schools built in earlier years are often part of an aged system of sidewalk and non-existent or open ditches or unpaved areas. As a result, the City budgeted and spearheaded a Safe Routes to School Plan in the hopes of funding opportunities through federal grants.

The Plan addresses the needs of priority Elementary and Middle Schools in the City of Pearland as identified in the plan, including those in PISD and one in AISD.

Plan development was based on no-bus boundaries and student location maps for each school, current student trip patterns to/from school, student travel survey via Survey Monkey, Identification of current issues from parents, teachers, and students, school policies city sidewalk inventory and infrastructure improvement plans such as the Trail Master Plan, and current 5-Year CIP.

Recommendations include: **Sidewalk and associated drainage, safety enhancements at intersections and other school crossings, education and awareness initiatives, increased police presence and other public safety improvements, walking and biking programs, and policy recommendations or adjustments are all part of the options available for implementation by the local government and/or school systems involved.**

The plan was reviewed in a joint workshop with the City of Pearland and Pearland Independent School District on February 5, 2014. Alvin Independent School District's governing body will be presented with the plan, similarly, and efforts to secure action to adopt the plan by their school board will ensue shortly thereafter.

## **SCHEDULE**

Staff intends to submit the SRTS Plan to the State of Texas following formal actions(s) by the City and Pearland and Alvin ISD's. A SRTS plan is required as part of the program. It is anticipated that an opportunity to submit an application for funding could be available within the next three –

six months, and should be administered through the area regional Council of Governments (HGAC).

### **POLICY/GOAL CONSIDERATION**

A City Council goal several years ago was to seek and secure grants. Grant funding for sidewalks and other infrastructure would meet this goal. Benefits of a SRTS Plan include safety, health, community, and choice.

### **CURRENT AND FUTURE CIP FUNDING /FINANCIAL IMPACTS/DEBT SERVICE**

It is anticipated that grant funding would be the primary resource available for the completion of the prioritized projects included in the Plan with local funds to be used for matching purposes or to enhance project funding in cases where administrative costs, design, engineering, environmental review, and other aspects of project management aren't covered by grant funding. At this time it is not known what grant funding is available, what the local match would be, prioritization and timing of projects.

Recommendations related to school programs, education and student outreach would need to be reviewed by each school as to implementation.

### **RECOMMENDED ACTION**

Consideration and approval of a resolution adopting the City's Safe Routes to School Plan.

**RESOLUTION NO. R2014-11**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, APPROVING THE CITY'S SAFE ROUTES TO SCHOOL PLAN-2014.**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS:**

**Section 1.** That the City of Pearland's Safe Routes to School Plan-2014, a copy of which is attached hereto as Exhibit "A" and made a part hereof for all purposes, is hereby authorized and approved.

PASSED, APPROVED and ADOPTED this the \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2014.

\_\_\_\_\_  
TOM REID  
MAYOR

ATTEST:

\_\_\_\_\_  
YOUNG LORFING, TRMC  
CITY SECRETARY

APPROVED AS TO FORM:

\_\_\_\_\_  
DARRIN M. COKER  
CITY ATTORNEY



# City of Pearland, Texas Safe Routes to School Plan 2013



with specific recommendations for the following selected schools: Challenger Elementary School, Carlestone Elementary School, Cockrell Elementary School, Glenn York Elementary School, Harris Elementary School, Lawhon Elementary School, Pearland South Junior High School

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## 1. Introduction

### ***Safe Routes To School (SRTS)***

The term “Safe Routes to School” was first used in Denmark in the late 1970s as part of a very successful initiative to reduce the number of children killed while walking and bicycling to school. Safe Routes to School (SRTS) spread internationally, with programs springing up throughout Europe and in Australia, New Zealand, Canada, and the United States.

Research on the safety of children walking and bicycling to school began in the U.S. in the early 1970s and was highlighted by release of the US DOT publication “School Trip Safety and Urban Play Areas” in 1975. The first modern Safe Routes to School program in the U.S. began in 1997 in the Bronx, N.Y. In 1998, Congress funded two pilot SRTS programs through the US DOT. The National Highway Traffic Safety Administration (NHTSA) issued \$50,000 each for Safe Routes to School pilot programs in Marin County, California and Arlington, Massachusetts. Within a year after the launch of the pilot programs, many other grassroots Safe Routes to School efforts were started throughout the United States.

Efforts to include a larger SRTS program in federal legislation began in earnest in 2002. In 2003, the League of American Bicyclists organized the first meeting of leaders in pedestrian and bicycle issues to talk about Safe Routes to School and how a national program might work. At the same time, a number of states were developing their own SRTS programs, continuing to build momentum for the movement.

In July 2005, Congress passed federal legislation that established a National Safe Routes to School program to improve safety on walking and bicycling routes to school and to encourage children and families to travel between home and school using these modes. The program, which was signed into law in August 2005, dedicated a total of \$612 million towards SRTS from 2005 to 2009. The Federal Highway Administration administered the Safe Routes to School program funds and provided guidance and regulations about SRTS programs. Federal SRTS funds were distributed to states based on student enrollment, with no state receiving less than \$1 million per year. SRTS funds could be used for both infrastructure projects and non-infrastructure activities. The legislation also required each state to have a Safe Routes to School Coordinator to serve as a central point of contact for the state.

Safe Routes to School programs operate in all 50 states and D.C. With legislative extensions, the Federal Safe Routes to School Program has apportioned nearly \$1.15 billion to states as of September 30, 2012. These funds have benefited or will benefit more than 14,000 schools. In July 2012, Congress passed a transportation bill: Moving Ahead for Progress in the 21st Century (MAP-21). Beginning in October 2012, SRTS activities were eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a program called Transportation Alternatives (TAP).

### ***Pearland, Texas***

Pearland, Texas is located immediately south of the southern limits of the city of Houston along what is known in the area as the “288 Corridor,” based on its adjacency to State Highway 288. Pearland is known primarily for its rapid growth, as it now resides among the top two fastest growing cities in the State of Texas, and among the nation’s top 15. Its population has more than tripled in the past 13 years, increasing by 66,360 people since the year 2000. With a current population of just over 104,000, it has become an important suburban community that supports the residential needs of citizens throughout the southeast region of the State of Texas.

As Houston’s closest suburb, and being located directly south of the city, Texas Medical Center employees make up a considerable segment of the Pearland population. Additionally, Pearland is mainly a “bedroom community” and therefore is mostly comprised of families. As a result, primary and secondary school populations make up a significant part of the population, with almost 30 percent of Pearland residents being identified as 18 years of age and younger in the 2010 U.S. Census. Two school districts mainly serve the Pearland population with primary and secondary schools – Pearland Independent School District and Alvin ISD. In addition, Pearland ISD provides school administration services for the Brookside Village community – a small city within the boundaries of the City of Pearland.

Pearland ISD serves the schools of the city of Pearland, with a student population of approximately 20,000, comprised of a diverse representation of ages, genders, races, nationalities, and backgrounds. Alvin ISD serves the west side of Pearland residents in the Shadow Creek Ranch area of town, as the City ultimately grew to annex portions of unincorporated lands that AISD was already in place to serve.

These overlapping characteristics of local boundaries, diverse citizens, rapid growth, and a mix of aging and improved infrastructure, have made for an interesting challenge for our local leaders. However, a mixture of interlocal agreements, mutual aid policies, regional planning, economic development strategies, responsive growth, and innovative local management have all played a substantive role in making sure the City not only grows accordingly, but also improves as it does so.

One challenge that the fast-paced growth of our city contends with relates to the number of new school and neighborhoods that have come to exist in Pearland. While roads, bridges and other transportation routes have flourished with the new growth, pathways for hiking and biking are often part of an aged system of sidewalk and drainage infrastructure or are non-existent and open ditches or unpaved areas prevail.

Combine these factors with a culture of transit that is very much “Texan,” and the perfect storm exists for traffic jams, environmental pollution, obesity, and safety impediments along the routes that parents rely on for their children to get to and from school each day. Pearland, therefore, has selected to embark on the development of a viable, research-based, living plan that will ultimately attempt to foster safer, more available, and continuous routes to schools.

### ***Local Population***

The City of Pearland boasts as one of the top two fastest growing cities in the State of Texas, and is ranked 15<sup>th</sup> nationwide, as it has increased population from 37,640 in 2000 to more than 91,000 as of the 2010 U.S. decennial census. In 2012 U.S. Census estimates indicated there to be 96,294 people in Pearland, but at the time of this report, local demographic research shows our population to exist at around 104,000. Conservative estimates suggest that by the year 2025, Pearland will be home to more than 200,000 citizens.

Diversity is one of the most prolific statistical notations about our city, as minority and ethnic nationality groups have grown increasingly since the year 2005. Asians have increased by 252 percent since the year 2000, and Hispanics now make up 20 percent of the Pearland population. Sixteen percent of the city's makeup is Black or African-American, exceeding the State average by 4.5 percent.

Growth in Texas cities is clearly attributable to the stronger growth in Texas' energy markets and the petrochemical industry. Lower housing costs, family formation, and less burdensome costs of living provide the region with the "perfect storm" for booming increases in residential population.

### ***Problem Statement***

Disconnects, trip hazards, and a vehicular culture that prevails throughout the Sun Belt states negatively affect our ability to foster customs such as walking or biking to and from school in a significant, community-wide fashion. Cultural and tangible impediments are the two major elements preventing communities such as ours from developing social norms that promote environmentally-friendly modes of transportation.

Pearland is no different. As a rapidly growing city, transit deficiencies, widespread geography, and a highly residential community, there are significant difficulties garnering support for the importance of walking or biking to school, as opposed to vehicle drop-offs and pick-ups.

The impetus for the Safe Routes To School (SRTS) program is highly self-explanatory – making the roadways, walkways and other pathways children and their families utilize to get to and from schools accessible, available, and safe. Often referred to as "alternative" modes of transportation, there is a strong sense that society must reach a "tipping point" in which driving is actually more of an alternative than walking and biking to school.

However, there exists a culture, particularly in the State of Texas, where the span of distances our local landscape requires us to cover in our daily comings and goings is significant. This is true throughout the "Sun Belt." Therefore, in addition to the need for improvements in infrastructure, a socio-cultural change in community norms and beliefs must also occur.

This plan emphasizes the important factors that will be considered as Pearland formally pursues its efforts to make our community safer for those who will walk or bike to/from school, and as we work together to encourage more people to do so.

### ***Policy Statement***

Each of the Elementary, Middle and Junior High schools in our Districts are committed to providing for, to the extent feasible, and promoting *physically* active transportation, such as walking and bicycling, for a safe and enjoyable trip to school. This Safe Routes to School Plan aims to address the issues that will impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.

While the City of Pearland has taken on the task of commissioning and coordinating the development of this plan, it is within the guise of a collaborative partnership that involves leaders and designated official representatives from the respective school districts involved in the administration of education services to citizens of Pearland.

Our community is motivated to pursue Safe Routes to School because:

- We highly value student physical activity and health.
- We want to improve the air quality and environment around our schools.
- We wish to improve unsafe or insufficient walkways, bikeways, and crossings.
- We are committed to reducing speeding and reckless driving near schools.

## **2. The Safe Routes to School Team**

We believe that a diverse Safe Routes to School Team develops the most successful Safe Routes to School Plan. Our Team is comprised of a variety of stakeholders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible, and fun for our students.

The stakeholders on our team include:

- **School Board Members and District and School Administrators** who provide leadership on student health and student safety, develop policies to support safe and active transportation, and oversee implementation and evaluation of results;
- **District Student Transportation Staff** who recommend and implement student transportation programs and conduct the evaluation of results;
- **Teachers** at each school who observe student behaviors and monitor student transportation activities on the school grounds
- **Crossing Guards** who observe student behaviors and monitor student transportation activities at the transitions between local streets and school grounds;
- **City Parks & Recreation Department** personnel that develop and implement programs, activities, state-of-the-art facilities, and public infrastructure designed to promote healthy lifestyles through recreation and athletics;

- **Law Enforcement Department** personnel who educate the public about school zone traffic regulations, provide enforcement in school zones, and address crime and traffic dangers around schools;
- **City Engineering & Capital Projects Department** personnel who provide infrastructure planning assistance, fund and construct infrastructure improvements;
- **City Public Works Department** personnel who provide infrastructure maintenance, planning assistance, funding, and construction services.
- **Parents** who are concerned about the safety of their children and make choices about the transportation of their student;
- **Students** of our schools who participated in surveys about their journey to and from school and helped identify issues
- **Local and Regional Health Departments** who support active transportation as part of public health for citizens, young and old; and
- **Local Businesses** which are supportive of the activities and programs of our schools.

The Champions (primary contact person) for our Safe Routes to School Plan are:

Tom Ried – Mayor, City of Pearland  
3519 Liberty Drive  
Pearland, Texas 77581  
(281) 652-1663  
[www.cityofpearland.com](http://www.cityofpearland.com)

Dr. John P. Kelly, Superintendent, Pearland ISD  
1928 N. Main, Pearland, Texas 77581  
(281) 485-3203  
[www.pearlandisd.org](http://www.pearlandisd.org)

Stakeholder contributions to the development and /or execution of this Plan include:

- From Pearland ISD
  - School no-bus boundaries and student location maps
  - Crossing Guard Locations and Procedures
  - Current student trip patterns to/from school
  - Facilitate family participation in Student Travel Survey (Survey Monkey)
  - Identification of Current Known Issues (Parents, Teachers, Students)
- From Alvin ISD
  - School no-bus boundaries and student location maps
  - Crossing Guard Locations and Procedures
  - Current student trip patterns to/from school
  - Facilitate family participation in Student Travel Survey (Survey Monkey)
  - Identification of Current Known Issues (Parents, Teachers, Students)
- From the City of Pearland
  - Sidewalk inventory
  - Infrastructure improvement plans (Trail Master Plan, Comprehensive Plan, etc...)
  - Coordination of the plan development process as a whole

- Extensions of general funds for content experts needed to complete the plan
- Hosting kick-off activities associated with plan development process
- Hosting of a regional training workshop conducted by TxDOT
- Site visits of local schools designed to promote observational research necessary for the plan development process
- Monitoring of the funding opportunities available to execute various aspects of the plan

### **3. The Public Input Process**

The City of Pearland incorporates public input into the decisions involving a great deal of its financial management, community development, and planning activities. Public hearings, citizen comments during City Council meetings, and residents' participation in research conducted by the City provide Pearland residents with the ability to have their opinions, experiences, preferences, and basic needs factored into how the City operates, builds roads and bridges, acquires property, or serves citizens.

Expenditures involving projects supported with federal, state, or locally-restricted funding often requires a public input process, but the City values the involvement of the families and individuals that ultimately will benefit from, or utilize, the end results of local government efforts. For this Safe Routes to School Plan, our team worked to include the key stakeholders and school administrators in developing our Plan.

After an initial effort by City of Pearland staff to design the framework for developing a plan, stakeholders were identified and provided with training and technical assistance from the Texas Department of Transportation in September of 2012. Representatives from throughout the region were invited to Pearland's City Hall and participated in a full-day training conducted by Michael J. Cynecki of Lee Engineering. This event provided participants with the opportunity to learn more about Safe Routes To School program activities and the structural elements required to successfully complete a plan.

The stakeholder group participated in a break-out session to kick-off the plan's development process, hosted by the City of Pearland and facilitated by Kevin St. Jacques of Freese & Nichols Consulting. At the end of the day, the core group of stakeholders was formed; representative of the local area academic, government finance, law enforcement, community development, capital improvements, and parks/recreation. The group's charge for developing a full-scale process for obtaining public input involved polling parents of students enrolled at the priority schools, for the purpose of obtaining their opinions and perspectives on the various options for creating a Safe Routes To School (SRTS) plan for the City of Pearland.

To accomplish this we:

- Administered an on-line survey conducted in the selected Elementary and Junior High Schools to be completed by parents of students in the 1<sup>st</sup> grade and higher, that queried:

- What form of transportation is typically taken to and from school (bus, ride in car, bicycle, walk, or other)
- An open ended question about challenges of walking or bicycling to school

An on-line version of the survey will be regularly administered in the Fall of the school year to gauge the progress of encouraging active transportation to school and update the Plan recommendations.

- Interviewed key technical stakeholders
  - Pearland City Engineer provided a succinct brief of the sidewalk construction specifications required by the City of Pearland. According to Pearland's City Engineer, the City of Pearland requires that sidewalks be installed upon development of the property. There are different width requirements for the types of street classifications in accordance with the City's Thoroughfare Plan; for example, as adopted by the Unified Development Code, sidewalks at least six feet wide are required along both sides of Major & Secondary Thoroughfares and Major & Minor Collectors. Where sidewalks four feet wide are required along both sides of all other streets.
  - Pearland's Parks and Recreation Director provided the effort with key guidance on the incorporation of important elements of the City's Parks and Recreation Master Plan into the SRTS Plan.
  - Pearland's Engineering and Capital Projects Director provided the effort with key guidance on the incorporation of important elements of the City's Comprehensive Plan, planned projects in the City's Capital Improvement Program (CIP), as well as other anecdotal and practicable aspects of local transportation modalities that could factor into our SRTS Plan.
  - Brazoria County Constable provided law enforcement support for our need to consider safety and community awareness elements that would benefit our planning and development activities.
- Input from school administration staff regarding the policies at their schools and known issues regarding walking and bicycling to school
  - School officials were interviewed and provided feedback on site-specific policies and procedures involving local student school transportation modalities.

#### 4. Pearland Elementary and Middle Schools

Our school Safe Route to School Plan addresses the needs of the Elementary and Middle Schools in the city of Pearland, including those schools in the Pearland ISD and one school in the Alvin ISD. A map of the schools in Pearland ISD is shown in Figure 1. Economically disadvantaged student information is included for the purposes of ensuring that low-moderate income community factors are included in the plan development and prioritization processes. **The priority schools listed in the plan are in bold**, several of which represent higher or moderate levels of low-moderate income students.

**Table 1. Pearland Elementary, Middle and Junior High Schools**

School Name	Address	Grades	Total # of Students	Econ. Disadv. # Students, %
<b>Carleston ES</b>	<b>3010 Harkey Rd, Pearland 77584</b>	<b>PK-4</b>	<b>795</b>	<b>382 48%</b>
<b>Challenger ES</b>	<b>9434 Hughes Ranch Rd, Pearland 77584</b>	<b>PK-4</b>	<b>705</b>	<b>129 18%</b>
<b>Cockrell ES</b>	<b>3500 McHard Rd, Pearland 77581</b>	<b>PK-4</b>	<b>787</b>	<b>337 43%</b>
<b>C.J. Harris ES</b>	<b>2314 Schleider Dr, Pearland 77581</b>	<b>PK-4</b>	<b>680</b>	<b>196 29%</b>
<b>E.A. Lawhon ES</b>	<b>5810 Brookside Rd., Pearland 77581</b>	<b>PK-4</b>	<b>615</b>	<b>335 54%</b>
Magnolia ES	5350 Magnolia, Pearland 77584	PK-4	775	294 38%
Massey Ranch ES	3900 Manvel Rd., Pearland 77584	PK-4	737	163 22%
Rustic Oak ES	1302 Rustic Lane, Pearland 77581	PK-4	578	119 21%
Shadycrest ES	2405 Shadybend, Pearland 77581	PK-4	575	97 17%
Silvercrest ES	3003 Southwych Pky, Pearland 77584	PK-4	839	61 7%
Silverlake ES	2550 County Rd 90, Pearland 77584	PK-4	773	103 13%
Alexander MS	3001 Old Alvin Rd, Pearland 77581	5-6	617	142 23%
Sam Jamison MS	2506 Woody Rd, Pearland 77581	5-6	795	296 37%
Rogers MS	3121 Manvel Rd, Pearland 77584	5-6	892	99 11%
Leon Sablatura MS	2201 N. Galveston Ave, Pearland 77851	5-6	733	242 33%
Berry Miller JH	3301 Manvel Rd, Pearland 77584	7-8	820	147 18%
Pearland JH East	2315 Old Alvin Rd, Pearland 77581	7-8	647	124 19%
<b>Pearland JH South</b>	<b>4719 Bailey Rd, Pearland 77584</b>	<b>7-8</b>	<b>748</b>	<b>256 34%</b>
Pearland JH West	2337 N. Galveston Rd, Pearland 77581	7-8	699	258 37%
<b>Glenn York ES (Alvin ISD)</b>	<b>2720 Kingsley Rd, Pearland 77584</b>	<b>PK-5</b>	<b>701</b>	<b>228 33%</b>

### **Schools Initially Screened but Not Selected**

Pearland is a suburban city located about 20 miles south of Houston, Texas. Several of our newer schools are located adjacent to relatively new subdivisions that have been built according to more recent city standards that require sidewalks and connectivity to schools has been a focal point. For this reason, the following schools were considered to have fewer challenges involving sidewalk connectivity between the school and its adjacent residential community within the acceptable 1 – 2 mile walking distance:

- Magnolia Elementary School
- Massey Ranch Elementary School
- Shadycrest Elementary School
- Silvercrest Elementary School
- Silverlake Elementary School
- Alexander Middle School
- Rogers Middle School
- Barry Miller Junior High School
- Pearland Junior High School East
- Pearland Junior High School West

One other school, Rustic Oak Elementary School, is in a rural setting that was not considered viable at this time for further consideration in this Plan.

### **Priority Schools in Need of Safe Routes to School**

Thus, this Safe Routes to School Plan will focus on the schools in most need of enhancement and with the greatest potential for encouraging increased walking and bicycling to and from school. The schools included for assessment and development of recommendations are:

- H. C. Carleston Elementary School
- Challenger Elementary School
- Barbara Cockrell Elementary School
- C. J. Harris Elementary School
- E. A. Lawhon Elementary School
  - *Serves Pearland students, but located in the City of Brookside Village*
- Pearland Junior High School South
- Glenn York Elementary School (Alvin ISD, but within city of Pearland)

A map of the schools within the city of Pearland, with the targeted schools for safe routes assessments and recommendations, is shown in **Figure 1**.

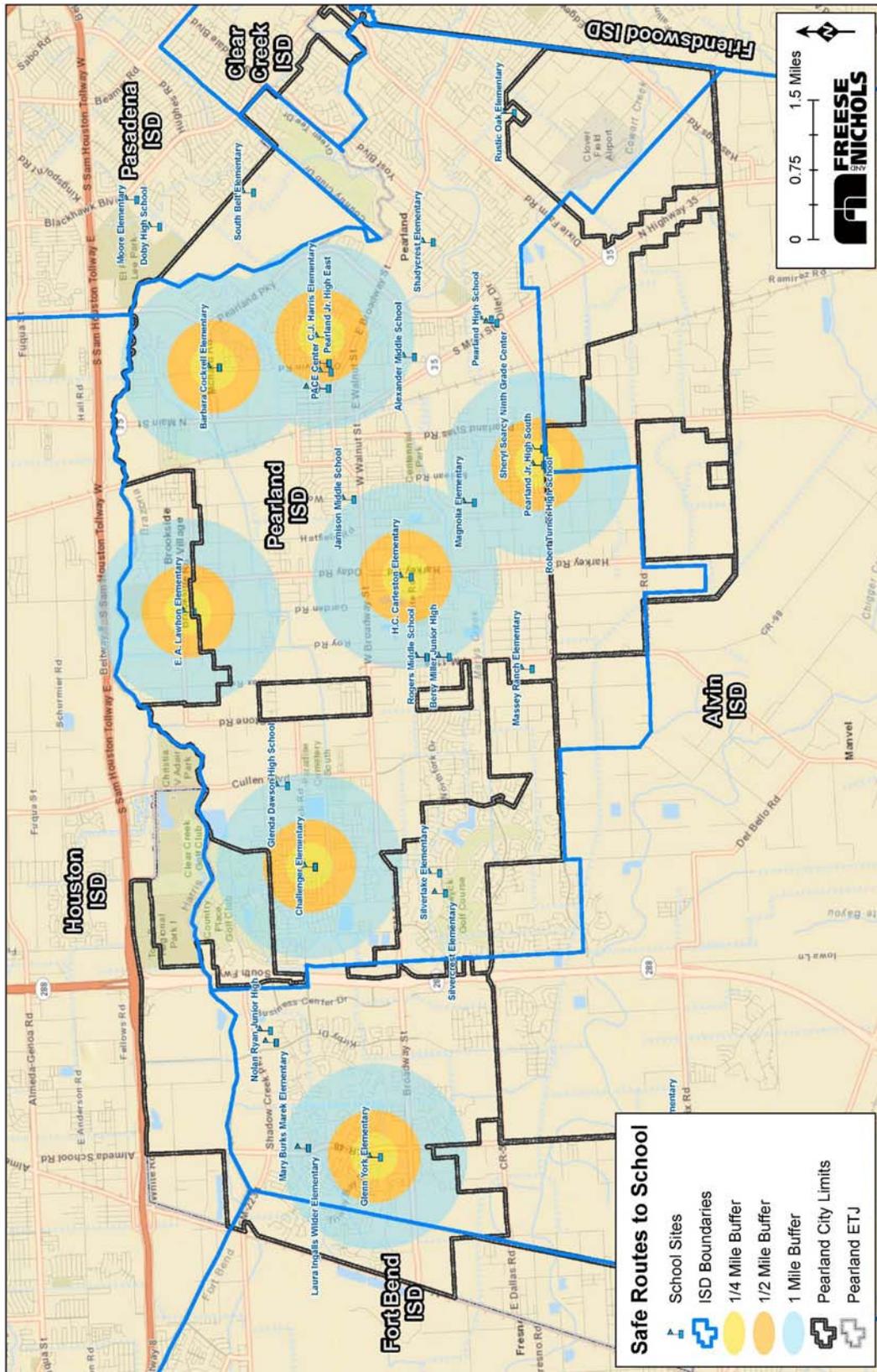


Figure 1. Schools of Focus for this SRTS Plan

## 5. Travel Environment

The following table represents a sampling of how our students travel to and from school, by percentage, based on responses to on-line surveys of parents of students in the six elementary schools. This survey includes responses from over 400 students from the targeted schools to a survey administered using Survey Monkey, an on-line surveying tool, during November 2012 through February 2013. A summary of the overall survey response to mode of transportation is shown in Table 2. Specific comments received from the survey regarding access to each school can be found in Section 6 of this report.

**Table 2. Summary of Mode Choice among Schools Selected for Evaluation**

Survey Responses by School								
Name		# of Resp.						
Carleston ES		58						
Challenger ES		92						
Cockrell ES		82						
Harris ES		74						
Lawhon ES		42						
Glenn York ES		11						
Pearland JH South		117						
Name		# of Resp.	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
<b>Overall Survey Results</b>		<b>452</b>	<b>10%</b>	<b>6%</b>	<b>25%</b>	<b>46%</b>	<b>3%</b>	<b>10%</b>

Over 40% of those responding indicated that they did not qualify for bus service. And, over 50% of those responding indicated that walking or riding a bike to and from school is difficult for their child due to missing sidewalks between their house and school. School specific responses and comments are included in the subsequent sections on each school's needs and recommendations.

Depending upon the geographic and development nature of each school site, the proportion of students beyond a 2-mile walking distance for qualification for busing can be large or small. The 2-mile No-Bus Zone is considered to be the actual walking passageway along public streets. The school districts provide free school bus service to those living beyond 2 miles from their assigned school. Families that live closer than 2 miles to school are able to pay to receive school bus service. Additionally, Alvin ISD provides free "hazardous route" busing of students who are within the 2-mile zone but must cross streets with high vehicle speeds and/or volumes, pass by potentially harmful activities, or cross very active railroad tracks.

Our schools are already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school boundary
- School Crossing Guards positioned at the first major street crossing nearest to the school along the school boundary
- School speed zones on the approach roadway, slowing traffic from 15 – 20 miles per hour below the posted speed limits
- Some neighborhoods have off-street paths that connect neighborhoods to school property

The following supports or activities are in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Staff escort of walking students from school building to near street crossing with crossing guard at most schools
- School traffic safety plan for bus and car pick-up and drop-off

School arrival and dismissal procedures at each targeted school are described in Section 6 of this report.

The City of Pearland subdivision regulations currently require the provision of sidewalks along local streets and the provision of sidewalks along each side of collector streets. However, many neighborhoods were developed before these requirements were adopted and so many older neighborhoods do not have continuous sidewalks and many collectors and arterial streets do not have sidewalks.

## **10. Barriers to Active Transportation:**

For each of the 6 Elementary Schools and 1 Junior High School selected for assessment and development of recommendations, we have compiled the following information:

- A map depicting the locations of the students during the 2012-13 school year;
- A sidewalk inventory, provided by the City, was compiled in GIS format for all streets within a one mile radius of the school;
- Barriers to walking and bicycling to school were identified; and
- Potential improvements to encourage walking and bicycling to and from school are suggested.

## 6.1 Active Transportation Plan for H.C. Carleston Elementary School

### Overview

H. C. Carleston Elementary is located at/near the intersection of Fite Road (CR 406) and Harkey Road, about 3 miles east of SH 288 and 1/2 mile south of Broadway in Pearland, Texas. The school is situated within a partially developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the northwest, west and southwest, while a scattered few are located to the northeast and east along various roadways to which currently there are no pedestrian facilities. Although close to the school, the students living to the east do not have the proper facilities to enable them to walk to school safely. The students from the northwest, west and southwest of the school are adequately accommodated for walking and bicycling to school.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Programs to provide pedestrian crosswalks and ramps at the edges of the school boundary
- Bike racks at the two bicycling approach passages, one for the south and west located at the end of the covered walkway and another just beyond the northern end of the covered walkway at the trail from the neighborhood.
- Walking and Bicycling students are released 5 minutes before the bus students.
- Students are assisted across intersections by crossing guard(s) and supervised by campus staff.

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Student patrol
- Parent patrol
- Law enforcement support
- Neighborhood Watch program
- Walking School Bus
- School traffic safety plan
- other

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students must walk their bicycles on campus grounds. Students living in the West Oaks subdivision on the north side of our campus will be able to walk home. Parents are to wait at the end of the sidewalk to receive their child. Kindergarten and 1<sup>st</sup> grade students who do not have a parent waiting for them will be brought back to the school. Students living in West Oaks across Fite may walk home in the crossing guard walker line. Students will be escorted out of the building down the sidewalk and across Fite by the crossing guard. Parents must wait across Fite to receive their child. Kindergarten and 1<sup>st</sup> grade students who do not have a parent waiting for them will be brought back to the school.

Other school travel policies include:

- Bus Policy: During the first week of school the bus driver will give 1<sup>st</sup> – 4<sup>th</sup> grade children a transportation form that must be filled out and returned to the driver. Parents of Pre-K and Kindergarten students must register their children through the school office or the transportation office. Contact information for telephone and internet registration options are made available to the parents of these children.

In the interest of student safety, parents are instructed to discuss proper behavior for their children while on buses prior to the first day of school. If a student is in grades Pre-K or Kindergarten, an adult must be present with them at the bus stop with a valid photo ID to receive the child, or the driver must return the child to the school. Pre-K or Kindergarten children may get off the bus with an older sibling (1<sup>st</sup> grade or older) who rides the same bus.

#### Daycare

There are a number of daycare facilities that serve the school with aftercare services and daycare dismissal is located in the gym. Parents are instructed to rehearse with their child the name of his/her daycare provider. Teachers escort the students to the gym where they will be placed with other children who attend the same aftercare facility, and students are then loaded onto the daycare vans as they arrive. Parents must notify the daycare/aftercare in the event of a child's absence, or if their dismissal routine changes.

#### Car

The students will be seated by grade level on the sidewalk that faces Harkey. Parents pull into the school's driveway and drive up to the school's designated "announcer" who stands along the sidewalk with a bullhorn. Parents hold up a school-sanctioned sign with the child's name and grade level on it and the child is summoned to the vehicle, upon which the signage is shown again to the person placing the child in the vehicle. The line of parents awaiting their child(ren) moves consecutively along the driveway as students are placed in vehicles.

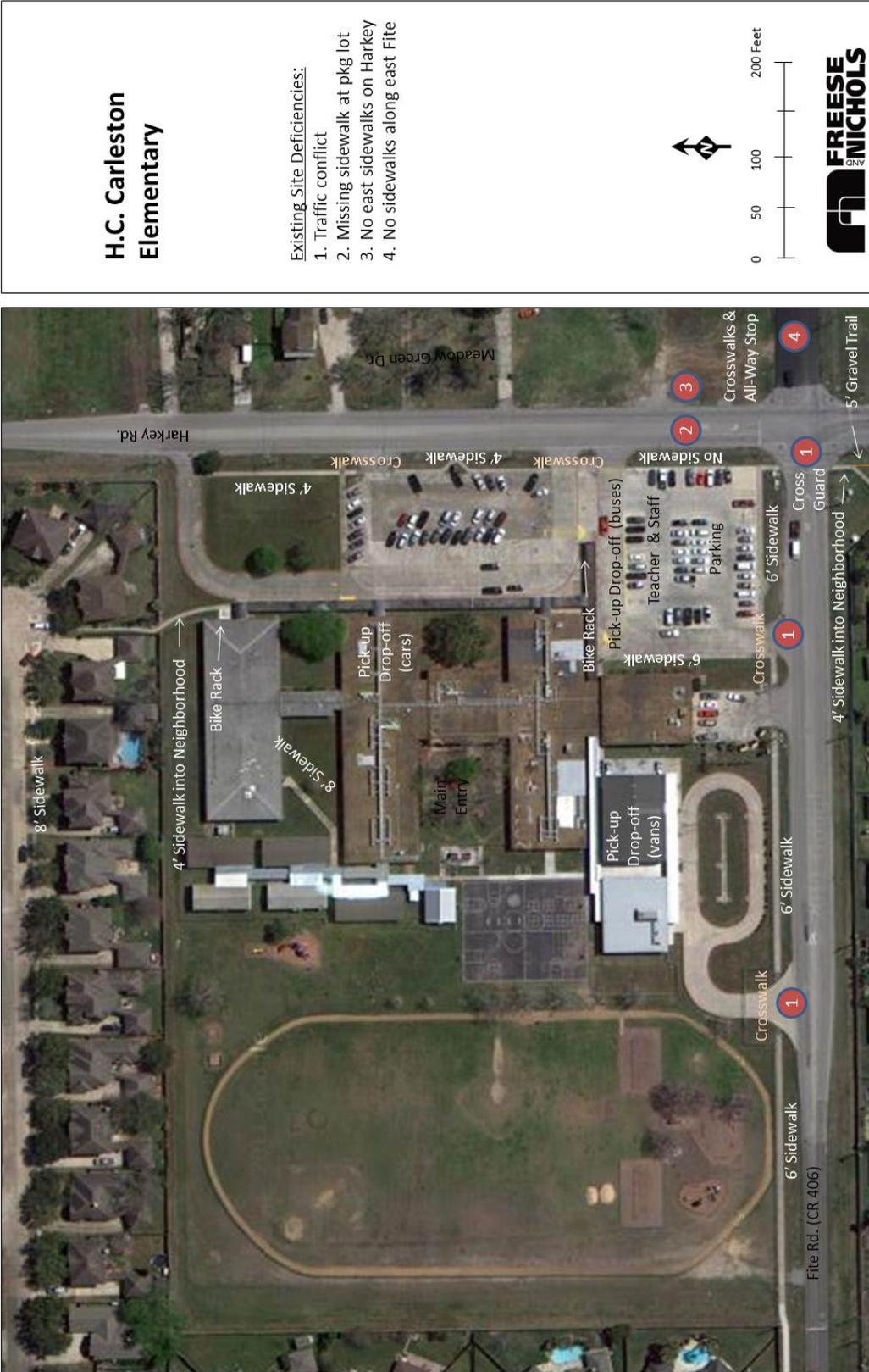


Figure 2A. Carleston Elementary Existing Conditions

### Comments from Survey

The following comments were received in response to the online survey from those indicating they had a student at Carlestone Elementary School:

- We walk to school at 2-3 times weekly.
- I would like to see cross guards into the West Oaks Village subdivision. I would love to have a continuous sidewalk across the school. Currently there is a ditch.
- Next year my child will be at Jamison M.S. and I did not see it on the list. I would like it to be added because she will be a walker next year & the sidewalk abruptly ends. I would like for the sidewalk to be continued down Woody so she can walk safely home and not have to cross the street traffic or get home safely because there was no access.
- Current zoning does not take advantage of zoning children to schools for which they could walk or ride. I do not favor any additional money being spent on sidewalks to schools for kids in neighborhoods who cannot actually attend that school.
- My child would sometimes like to walk or ride to school but we are unable to, due to no sidewalks. If we would walk or bike to school we would be on the street and we cross a very busy street.
- Sidewalks along Fite Road to Harkey would be great!
- We will have to drive to the middle school eventually because we are too close for bus service but there is no safe route (busy streets, no sidewalks).
- There is a gravel patch that could be fixed by the bridge between my house and the school.
- I have multiple children and therefore have different issues with each. The survey did not address this. My Carlestone student walks almost every day. I have a Jamison student (which is not included in the survey, but by far the worst situation) who should have transportation as the route is far (1.95 miles according to PISD) and totally unsafe (no sidewalks/shoulder, traveling along 518 and crossing 518. South is a little better and I think we've figured out a bike path, however, the amount of equipment my daughter drags to school precludes a safe ride.
- We are in bike riding distance but the street has far too much traffic to allow it. There is a deep ditch next to the street making it even more dangerous. Traffic on Fite Road and no shoulder or sidewalk.
- We often walk to school and are fortunate that there are sidewalks along the way. We live in West Oaks Subdivision where sidewalks already and thankfully exist
- Cars parking in the southern section of the West Oaks to drive children home are a great safety concern for us neighborhood walkers. Cars should not be using our neighborhood for pick-up but should be waiting in the line at the school as vehicles departing are not cautious of children who walk or ride their bikes and actually live in the neighborhood.
- I would support safe sidewalks to encourage and promote healthy habits of walking or biking to school.
- Besides no sidewalks, there aren't bike lanes.

- Thank you for adding the sidewalk last year between Centennial Park and Magnolia. It made a big difference

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Enhance Intersection Traffic Control, Fite Road at W. Oaks Boulevard.** This improvement will improve the safety for students from the West Oaks Village subdivision and those that walk along Fite Road to and from areas to the southwest of the school.
2. **Provide Missing Sidewalk Connection along south side of Old Oaks Boulevard.** This improvement will eliminate unnecessary street crossings by students in the West Oaks Village subdivision, between Keithwood and Autumn Forest Drive.
3. **Provide 6-foot sidewalk along the south side of Fite Road, from Neches River Drive to Harkey Road.** This improvement will allow students that live to the east of the school to walk or ride bikes to school. It will also facilitate community access to the park along McLean Road.
4. **Provide 6-foot sidewalk along the north side of Fite Road, from McLean Road to Harkey Road.** This improvement will allow students that live to the east of the school to walk or ride bikes to school, and eliminate the need for students living north of Fite Road to cross Fite Road to get to school. It will also facilitate community access to the park along McLean Road.
5. **Provide 6-foot sidewalk along the east side of Harkey Road, from Fite Road and extending to the existing sidewalk just north of Josephine Street** This improvement will allow students that live to the east of the school along Harkey Road and along Josephine Street to walk or ride bikes to school.
6. **Provide 6-foot sidewalk along on side of Josephine Street.** This improvement will provide for enhanced safety of students walking along Josephine Street to access the proposed sidewalk along Harkey Road.
7. **Provide 6-foot sidewalk along Livingston Street to Fite Road.** This improvement will provide for enhanced safety of students walking along their neighborhood street to access the proposed sidewalk along Fite Road.
8. **Provide 6-foot sidewalk along Apple Springs Drive and Neches River Drive to Fite Road.** This improvement will provide for enhanced safety of students walking along their neighborhood streets to access the proposed sidewalk along Fite Road.
9. **Provide a Pedestrian Bridge to cross the ditch on Apple Springs Drive.** This improvement will connect the Parks at Walnut Bend subdivision to the neighborhood to its west and allow students from this neighborhood to walk or ride bicycle to the school. Consideration may be given to establishing a street connection as well.
10. **Provide 6-foot sidewalk along west side of Harkey Road from Patridge Drive to Magnolia Street.** This improvement fills the sidewalk gap between two subdivisions, allowing students in the further subdivision to walk or ride bicycle to school. This sidewalk connects to the hike and bike trail along Magnolia Street.

11. **Provide 6-foot sidewalk along east side of Harkey Road from Patridge Drive to Magnolia Street.** This improvement allows students living to the east of Harkey Road access to the pedestrian crossing signals at the intersection of Harkey and Manolia. This sidewalk also connects to the hike and bike trail along Magnolia Street.
12. **Install a traffic signal at the intersection of Fite Road and Harkey Road.** If warranted, a traffic signal will facilitate the increased pedestrian crossing activity and enhance the safety for pedestrians at the intersection.
13. **Provide 6-foot sidewalk along the south side of Broadway from Morenci Street to W. Oaks Boulevard.** This improvement connects the small subdivision to the existing sidewalk network, allowing students to walk or bicycle to school.

### **Coordination, Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

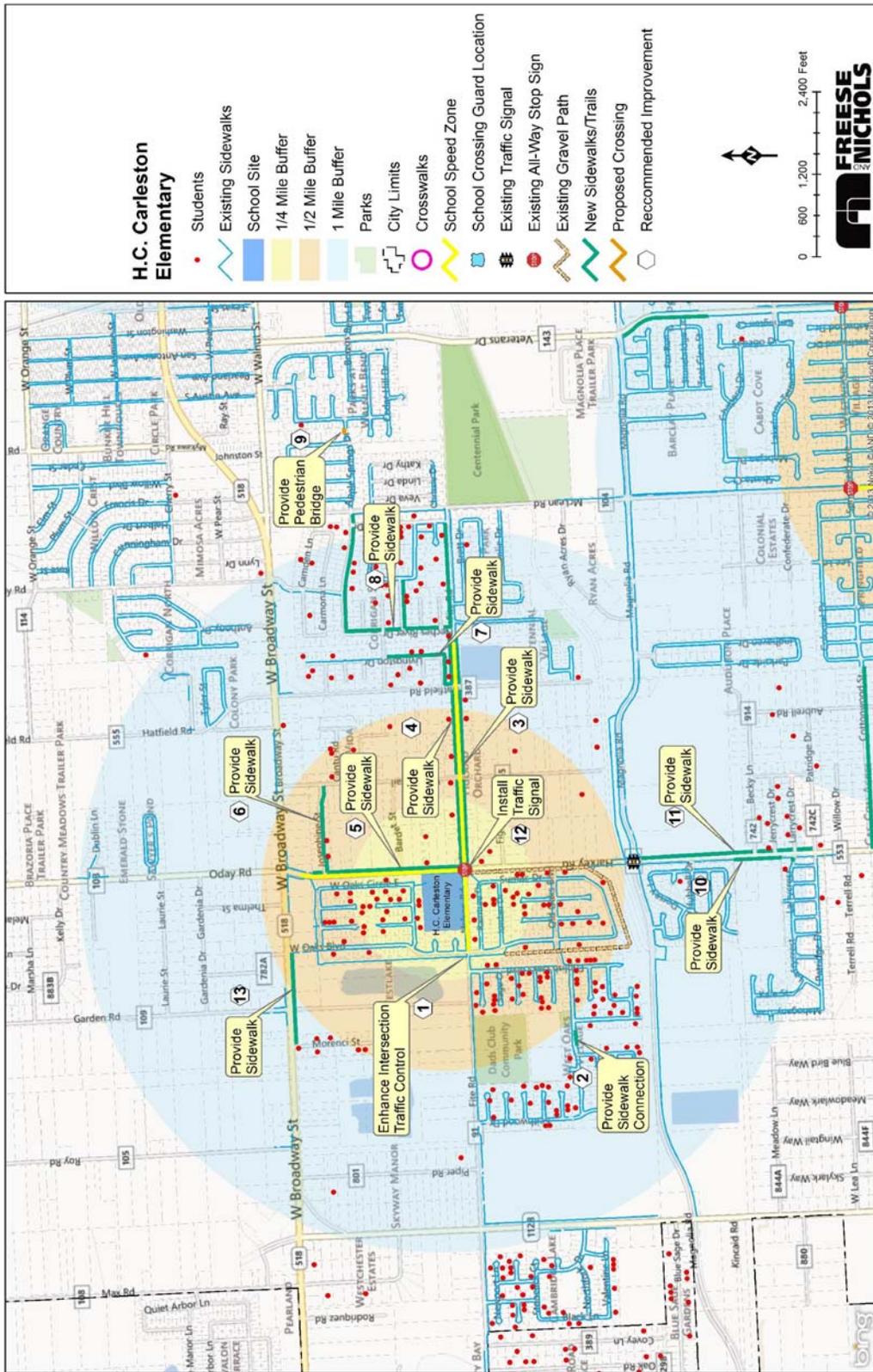


Figure 2B. Carleson Elementary Proposed SRTS Enhancements

## 6.2 Active 6.2 Active Transportation Plan for Challenger Elementary School

### Overview

Challenger Elementary is located amid old and new subdivisions, about one mile east of SH 288 and 1/2 mile north of Broadway in Pearland, Texas. The school is situated within a mostly developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the north, northwest and west, while a scattered few are located to the east, south and southwest along various roadways. Although close to the school, the students living to the east, south and southwest do not have the proper facilities to enable them to walk to school safely. The students from the north, northwest, and west of the school are basically accommodated for walking and bicycling to school.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Student patrol
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students are dismissed in a precise order so as to promote safety in the process of dismissing walkers and bikers, in the following order: bus riders, car riders, daycare/aftercare students, bridge bikers, bridge walkers, regular bikers and regular walkers.
- Teachers cross the bridge and street with the students to ensure safety.
- Teachers that do walker/biker duty have walkie talkies to communicate with the school's main office as needed.

Other school travel policies include:

- No parent walk-ups are allowed. Parents must either wait across the bridge or across the street to get their child if they are a walker or biker.
- No Kindergarten students are released until a parent is positively identified on the other side of the bridge waiting for them.
- Students will not be released if it is raining heavily, lightening is present, or other weather impediments exists. In these cases all students become subject to "parent pick-up."

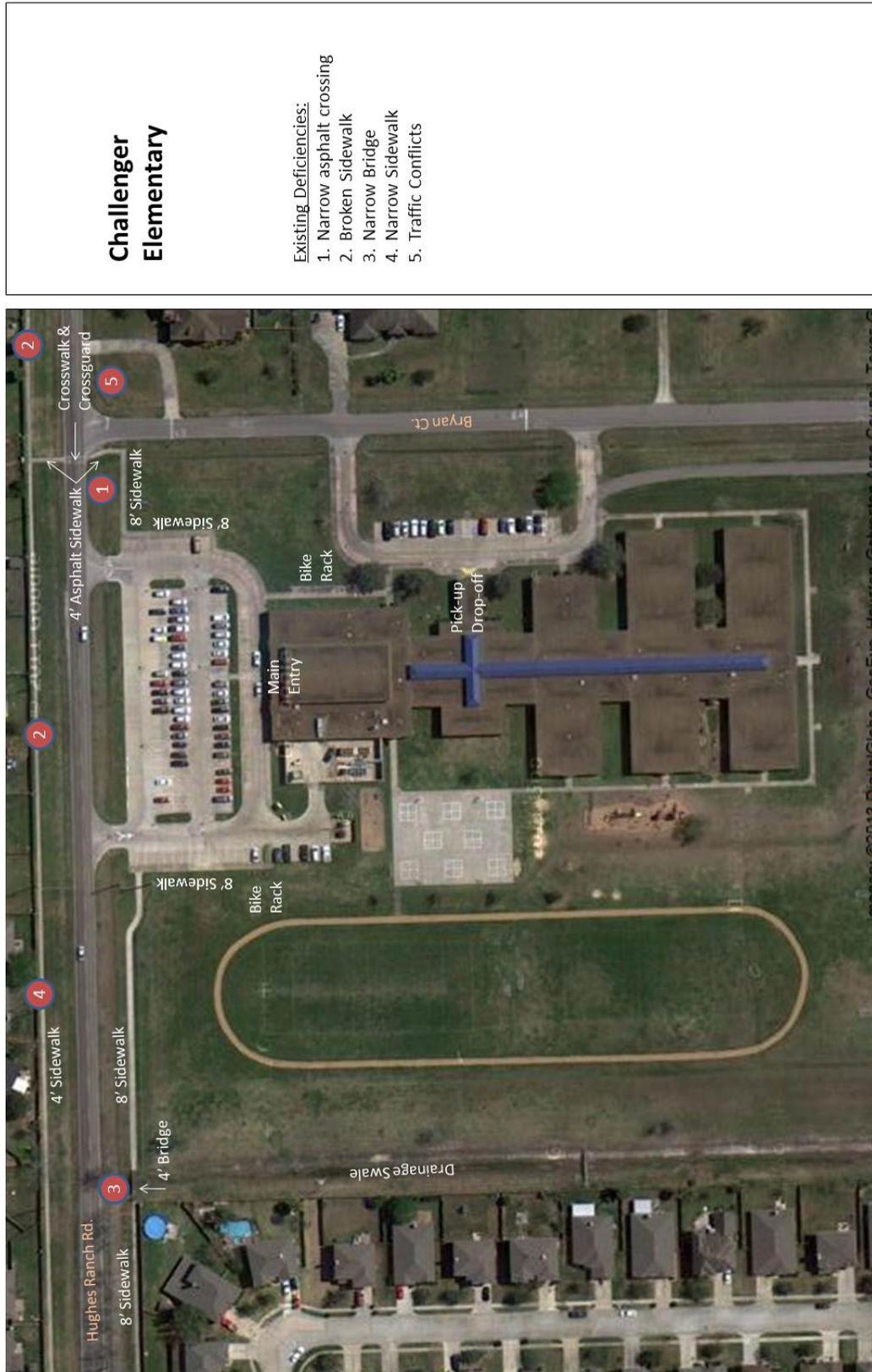


Figure 3A. Challenger Elementary Existing Conditions

### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Challenger Elementary School.

- We need sidewalks. I don't feel it is fair I have pay for bus service when the city doesn't provide sidewalks.
- My daughter has ridden her bike, but only if I have the time to watch her all the way: few missing sidewalks; but bigger issue is no crossing guards further down the road.
- There is a deep ditch along Hughes Ranch that children often fall into on their bikes and on foot. Sometimes they need help getting out of the ditch. I also worry about the kids that walk home to our neighborhood from Dawson High School - there is no sidewalk along Hughes Ranch for them and only a partial sidewalk along Hawk Road (which is a much longer route for some kids.)
- Some sections of the sidewalk along Hughes Ranch Road are broken.
- I really believe it is necessary for the safety of the Dawson High School students to build a sidewalk along Hughes Ranch Rd. connecting Dawson to the neighborhoods. I believe it is foolish and unwise to expect that High School students will always choose the safe route down Hawk Rd. Thanks for including us in your survey!
- Several houses on E Hampton and others streets have tree branches and bushes that are to low (not following CIA) guide lines therefore parents have to walk in the street.
- County Road 403 (Hughes Ranch Road) is not safe, because of the expansion of the road. The ditch has been cut deeper and made less room for the kids to walk. They have to walk too close to the road and it is not good.
- I'm afraid either a child or the crossing guard will get hit by a car across from Challenger Elementary School if Hughes Ranch Rd is not fixed. Due to the recent road construction on Hughes Ranch Rd across from Challenger Elementary School, a child safety issue has come about. I understand a turn lane was added to help the flow of traffic for parent drop-off and pick-up which is good. But now cars that are not dropping off their kids (they are on the main lane of Hughes Ranch Rd) are speeding way over the 20 mile speed limit in the morning and I'm afraid the crossing guard or kids will get hit. The police won't do anything about it. In addition, part of the new road that goes from the edge of the school to the entrance of "The Meadows of Southdown Subdivision" was carved out of the backside of the subdivision where kids bike and walk to school and home which is not good. The carve-out removed the majority of the safe space between the sidewalk and what used to be the ditch which is now part of the new road. In addition, I believe the new road from the edge of the school (Bryan St) to the entrance of Southdown (North Hampton Dr.) did not have to be done and contains dead zones which was not needed and is now endangering our kids. There are yellow striped and white striped areas called dead zones that were put into the new road to help with traffic flow but these dead zones took away the backside of the subdivision and now there is not enough room for the walkers and bikers to get to the end of the subdivision.

- The area across from the school is fine. However, after the kids cross the street via the cross-walk, the area between the school and the entrance to "The Meadows of Southdown Subdivision" dwindles sharply on where they can walk and ride as they go toward North Hampton Dr. to the stop sign and into the subdivision. The carve out has caused a major safety concern for parents of walkers and bikers. One side of the sidewalk has bushes for several yards. The other side that was grass (where the kids biked and walked) is now a ditch full of rocks. I have watch several bikers fall off their bikes from the sidewalk into the rocky ditch when they lose their balance. Also, other bikers and walkers are using the ditch to get to the stop sign because there is not enough room with just the sidewalk and a foot of grass next to it. Kids are walking along the shoulder as well to get to the entrance of the subdivision. I am also concerned about what happens when it rains and the ditch is full of water and mud. I am not alone. All the parents of the walkers and bikers are very concerned about this issue.
- The sidewalks are on our side of the street. In the Spring he will start riding bike to school.
- The lack of sidewalks between our subdivision and Challenger Elementary is extremely unfortunate for us as there is no safe way to walk or bike to school. We would often utilize this means if an adequate route existed. Unfortunately it would mean crossing a fairly busy street and walking through fields and ditches alongside the road.
- But if sidewalk was available, there would need to be police slowing traffic past the school. It is late to now be thinking of adding safe/walking for kids.
- I would prefer take my child to school.
- I think this survey is so important. I would love more sidewalks so my kids can bike/walk to school.
- I would like the opportunity to provide additional information for Glenda Dawson High School.
- Would love to see sidewalks on Hughes Ranch Road on the South side of Hughes Ranch. My child would be able to ride his bike if there were sidewalks.
- Sidewalks on our side are old and narrow, difficult to walk when there is a bike also sharing the sidewalk. The sidewalk across the street is wider, but crossing the street is dangerous because no one helping children cross. Solution would be to make the north side sidewalk wider.
- I made a complaint to the city over a year ago about no bridge across the ditch that is across from my neighborhood entrance. Because of this I have to pick up their bikes because its a steep drop off for someone their size and I have to walk their bikes through the ditch.
- This is not a commuter town for those who wish to ride a bike or walk. Most of the streets are unsafe to ride a bike or walk on. My oldest son rides his bike to school but it would be nice if Pearland had bike lane for those who wanted to ride around town. Younger child is not old enough yet.
- There is not a ramp from our neighborhood into the school parking lot

- I'm happy you are taking this survey. Nearly every student within a 2 mile radius of Challenger Elementary has to be driven to school by their parents because this street is too dangerous for elementary students to walk or bike. MY SON HAS TO TAKE THE BUS IN ORDER TO HAVE A SAFE TRANSIT TO SCHOOL. STUDENTS CAN'T WALK ON OUR STREET DUE TO NO LEVEL SURFACE , COMPLETE LACK OF SHOULDER ON ROAD AND A NARROW BRIDGE THAT CAN'T BE TRAVERSED SAFELY ON FOOT. Our street is not passable by bike or on foot. NO WALKING GUARDS ARE PROVIDED ON THE ROUTES.
- We have to pay for the school bus because we live within 2 miles radius and my daughter and i can't walk to school because there is no sidewalk in Miller Ranch Road. So I think it is unfair for us to pay for the bus.
- There needs to be sidewalks on Hughes Ranch Road between Cullen and Challenger. Many students walk down this path and have to walk through the grass.
- If we had appropriate sidewalks, this would keep them away from the busy street. Would be nice to have a cross guard at intersection just before the school block starts

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Enhance Crossing of Hughes Ranch Road at Bryant Court and Repair Landings.** This improvement will increase the width of the crosswalk to 10 feet, add actuated flashers for the crossing, and provide 8 to 10 foot wide crosswalk approach paths between the sidewalks on either side of Hughes Ranch Road.
2. **Widen and repair the sidewalk along the north side of Hughes Ranch Road between Bryant Court and N. Hampton Drive.** This improvement will replace the existing concrete sidewalk in need of repair to a 8-foot wide sidewalk, from the crosswalk at Bryant Court to tie to the existing sidewalks in the neighborhood. The one block of existing sidewalk along the west side of N. Hampton would also be repaired.
  - a. Note: Hughes Ranch Road is planned to be widened in 2017 or 2018 and currently includes 5-foot sidewalks on both sides of the road.
  - b. The City is revisiting the design and considering additional sidewalk width. The City will use the SRTS recommendations to justify wider sidewalks where needed.
3. **Widen the existing pedestrian bridge along the south side of Hughes Ranch Road to 10 feet.** This improvement would facilitate student usage of the existing 8-foot wide path by eliminating the safety bottleneck of the existing 4-foot wide bridge.
4. **Widen and repair the sidewalk along the north side of Hughes Ranch Road between Bryant Court and S. Hampton Drive.** This improvement will replace the existing concrete sidewalk to a 8-foot wide sidewalk, from the crosswalk at Bryant Court to tie to the existing sidewalks in the neighborhood, to facilitate mixed bicycle and pedestrian use of the path.
  - a. Note: Hughes Ranch Road is planned to be widened in 2017 or 2018 and currently includes 5-foot sidewalks on both sides of the road.
  - b. The City is revisiting the design and considering additional sidewalk width. The City will use the SRTS recommendations to justify wider sidewalks where needed.
5. **Stripe the east-west crosswalks along Hughes Ranch Road at S. Hampton Drive.** This improvement will enhance the safety of the increased use of the sidewalks along Hughes Ranch Road.
6. **Provide 6-foot sidewalk along the one block of Bedford Avenue to connect to the sidewalk along the north side of Hughes Ranch Road.** This improvement will encourage students to walk or ride bicycles to school by making a more direct connection to the existing sidewalk network accessing the school.
7. **Provide 6-foot sidewalk along Harrington Drive and along the south side of Hughes Ranch Road from Harrington Drive to S. Hampton Drive.** This sidewalk would connect subdivisions to the existing 8-foot trail along the side of Hughes Road which connects to the school.

- *Note: Hughes Ranch Road is planned to be widened in 2017 or 2018 and currently includes 5-foot sidewalks on both sides of the road.*
  - *Note: The City is revisiting the design and considering additional sidewalk width. The City will use the SRTS recommendations to justify wider sidewalks where needed.*
8. **Stripe the east-west crosswalks along Hughes Ranch Road at Miller Ranch Road.** This improvement will enhance the safety of the increased use of the sidewalks along Hughes Ranch Road.
  9. **Provide 6-foot sidewalk along the south side of Southdown Drive from the north side of Hughes Ranch Road to Woodbridge Avenue.** This improvement would provide for enhanced safety of students walking along their neighborhood street to access the existing sidewalk network.
  10. **Provide 6-foot sidewalk connection along Fair Oaks Street.** This improvement will complete the gap in the sidewalk network, allowing students living south of the small lake to use the existing sidewalk network to walk or bicycle to school.
  11. **Provide a new hike & bike trail along the Hooks Road and drainage right-of-way from Summer Breeze Drive to the school.** This improvement will connect subdivisions south of the school directly to school, greatly encouraging students to walk or ride bike to school. Two pedestrian bridges are anticipated to be needed to cross the drainage ditch.
  12. **Provide 6-foot sidewalk along the south and east side of W. Sterling Drive from the Hooks Road Trail to Hughes Ranch Road.** This improvement will connect the Sterling Estates subdivision to the school, encouraging students to walk and bicycle to school.
  13. **Provide a new hike & bike trail connector between the Crystal Lake subdivision and the Sterling Estates subdivision.** This improvement will connect the Crystal Lake subdivision to the school, encouraging students to walk and bicycle to school.
    - *Note: The Crystal Lake subdivision will be connected to the school via the sidewalks included in the Hughes Ranch Road widening project, which will make this connection unnecessary.*

### **Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Parent patrol program of rotating assignments to raise awareness of issues
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

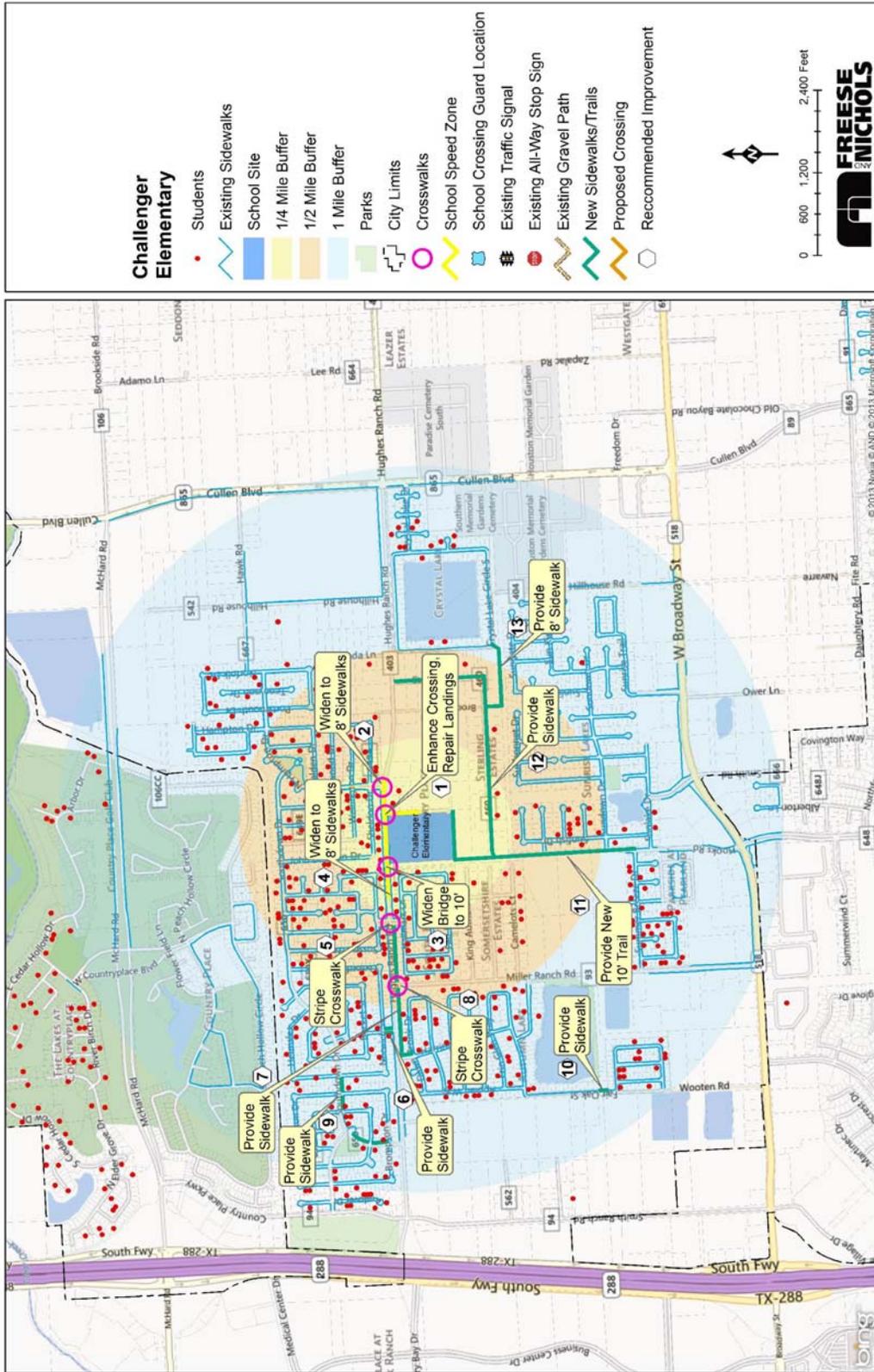


Figure 3B. Challenger Elementary Proposed SRTS Enhancements

### 6.3 Active Transportation Plan for Barbara Cockrell Elementary School

#### Overview

Barbara Cockrell Elementary is located in a growing segment of northeast Pearland, Texas, with many newer subdivisions nearby, but limited sidewalk network to access the school. The school is located off of Pearland Parkway, about 1 mile south of the Sam Houston Tollway. Within the two-mile no bus zone, the majority of the students appear to reside to the near south, further north beyond undeveloped land, and to the east and southeast across Pearland Parkway. The students living to the south of the school are basically accommodated for walking and bicycling to school, but there lacks a sidewalk that connects from sidewalk along Old Alvin Road directly to the school entry.

#### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Law enforcement support

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- BIKE RIDERS
  - As students arrive on campus they are to walk their bikes while on school property, securing them with bike locks as the school is not responsible for damage or theft. During afternoon dismissal, students are escorted similarly across the bus driveway along Old Alvin Road to the off-campus area for release.
- WALKERS
  - During afternoon dismissal, students are escorted across the bus drive to the sidewalk along Old Alvin Road to the off-campus area for release.

Other school travel policies include:

- Morning Drop Offs:
  - Parents who drop off or pick up their children from school in vehicles must do so by using the front driveway when monitors are on duty, which is no earlier than 7:15 a.m. Parents that wish to walk their child(ren) into school are directed to park in the Parent Parking Lot and walk their child in from their car.
  - Option 1 for morning drop-off's by vehicle takes place in the front of the building between 7:15 a.m. and 8:00 a.m.
    - From 7:30 a.m. – 8:00 a.m. staff will be available to open car doors, greet students, and assist children that need support getting into the building.
    - Parents are instructed to pull up to the drop-off area and keep the line moving.

- NO students may be dropped off in the parking lot and the parking lot is typically reserved for emergencies only.
- Option 2 is reserved for drop-offs that take place at the back of the school building AFTER 7:45 a.m. Bus drivers, daycare transportation operators, and teachers are the only authorized persons allowed to utilize the back parking lot before 7:45 a.m.
- From 7:45 a.m. – 8:00 a.m. students who are able to independently exit vehicles and enter the building may be dropped off along the breezeway and enter the double doors by the cafeteria.
- Staff members will not be available to open car doors.
- Doors to the back entrance of the building will promptly be locked at 8:00 a.m. Students arriving after 8:00 a.m. will need to be dropped off at the front of the building to receive a tardy slip.
- NO visitor parking in teacher parking lot. All visitors are required to enter through the front of the building, show proper ID, and receive a visitor's badge.
- Drivers are instructed to follow the entrance all the way around to the back parking lot when visiting the school and not to make any left turns at the school's dumpsters, so as to avoid accidents.

#### DISMISSAL PROCEDURES

The school day ends at 3:00 p.m. Student identification signage must be displayed in the passenger side windshield of vehicles when car transporters are waiting in the car rider line. Parents are instructed to not meet their child during afternoon dismissal in the foyer of the school as it interferes with safety protocols as staff escort students during dismissal. Parents may not approach students in the car rider line on foot. Students designated as car riders will be placed in a vehicle with the child's name.

In the afternoon, students will be sitting according to grade level to create a swift pick-up. Children will not be allowed to walk to the Parent Parking Lot. For our students' safety, all parents need to wait in their cars to pick up car riders. Students designated as car riders will only be released to an adult in a vehicle. Please do not approach the car rider line on foot.

#### BUS LANE

The bus lane is reserved for PISD buses and daycare vans only.

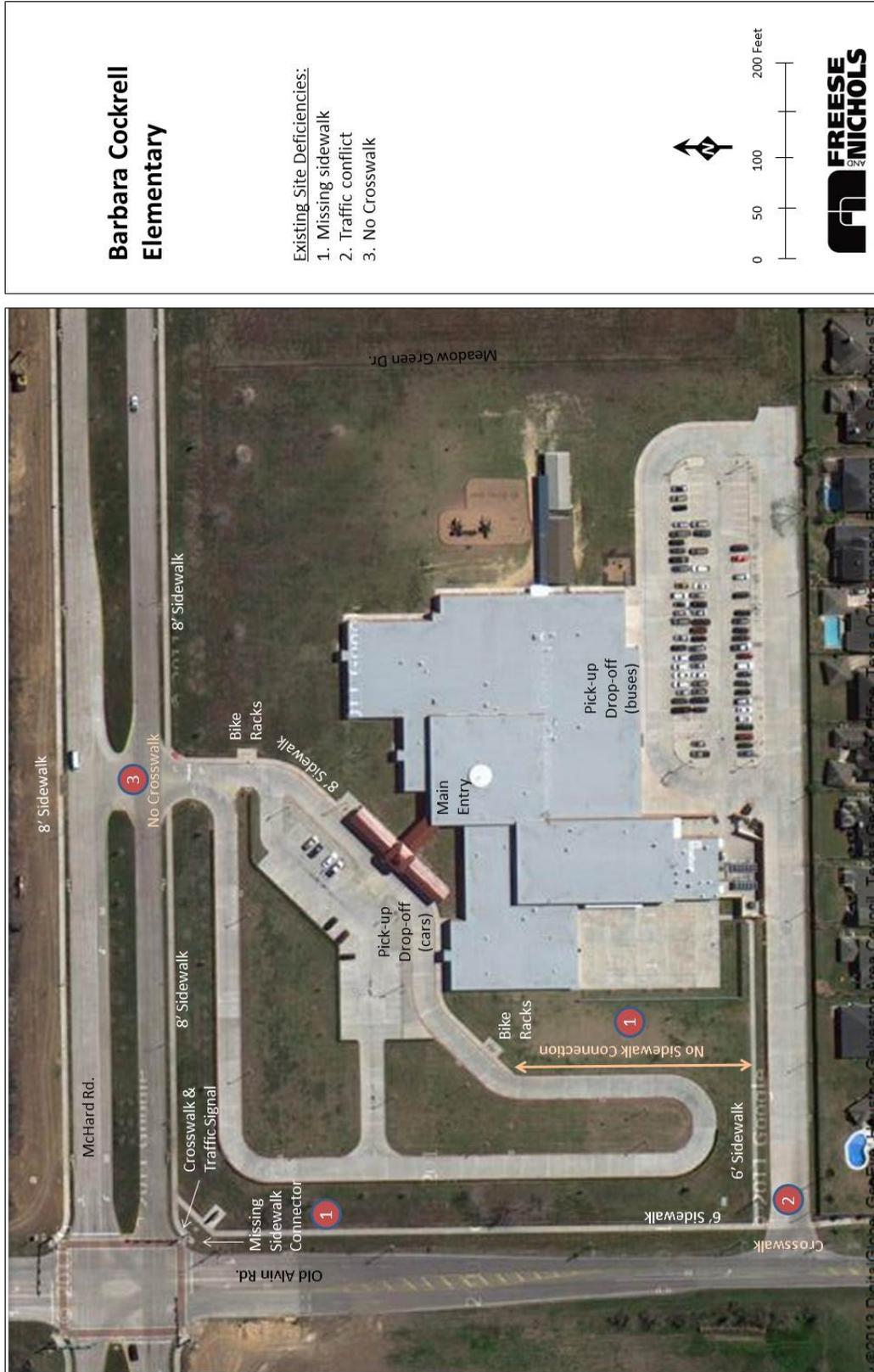


Figure 4A. Cockrell Elementary Existing Conditions

### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Cockrell Elementary School.

- Old Alvin Road must get a sidewalk!
- Need complete sidewalk on Old Alvin road. Bike lane on Old Alvin is also very important.
- I am a grandmother of 3 that live here in my neighborhood too...that is why I am filling out this survey. We do need sidewalks, there are many elementary kids in this neighborhood.
- Cars do not follow the posted speed limit during school hours. We need to have crossing guards to ensure the kids' safety.
- Doesn't affect my child, but the children who walk home to the apartments on Old Alvin must cross a busy street in the middle of the block with no crossing guard. Need to add crossing guard, or add sidewalk on Old Alvin, from McHard to the apartments so they could cross at intersection and use sidewalk to get home. Thank you.
- I've been living here at this address for 6 years now, and our neighborhood has asked before for sidewalks. Which the answer was "No Funds" I notice some new sidewalks thru the years being put on between schools and neighborhoods, I though no Funds means for everyone not just this side of town. We really need sidewalks from our neighborhood to school, this is a community with a lot of elementary kids that need to be driven to school instead of exercising with this short walk to school. It seems that this neighborhood is always last and forgotten by the city. Finally after several year our main road its been fixed, While other are done every year without needing it. I really hope this sidewalk can be a reality this time.
- We need cross guard - too much traffic
- This is crucial. Sidewalks are needed!!!!!!
- I would let my son take the bus if I didn't have to pay for it. You'd think that because we live with 2 miles of the school that we save the district money on fuel and should not have to be "punished" for it. Right now my son is only 6 and we drop him off; but we would like to have other options for when he gets older.
- We need a fence and sidewalk on McHard road. It is unsafe for students to play so close to the 45 mph street without fences.
- My 2nd grader is able to ride bus. My 8th grader is unable to ride the bus because we live "too close"....I have to drive him daily to and from school which is a conflict with my work schedule! It would not be safe for him to walk or ride a bike. He would be crossing 2 major intersections at a high traffic time of day!
- We need a light on Pearland Parkway to slow the traffic!! The street is very busy and it is completely unsafe for a child to cross or to ride alongside on a bicycle. Or, an 'up-and-over' sidewalk could be an option - but the cars still move entirely too fast for a child to be unsupervised near Pearland Parkway.
- please give free bus service for all students.

- Thankfully our neighborhood has sidewalks. We will let our child walk to school when he's older - probably third grade. Parents have to be at work a certain time and child is too young to walk alone.
- My oldest daughter attends Dawson High. There are large gaps where there is no sidewalk. You would have to walk in the ditch or walk in the street. There is absolutely no shoulder on Hughes Ranch Road. I have tried to walk myself and feel very unsafe the speed of cars passing me.
- Old Alvin Road is the worst. A lot of kids cannot walk or even ride a bike down this street because there is not even a shoulder.
- We have an easy walk to the school. Crossing the bus lane would be a deterrent to me sending her by herself, but I walk with her. A crossing guard might be needed at that corner. It is also access to the teacher parking so it is quite busy. The sidewalk abruptly ends at the edge of the school so anyone coming from the front of the neighborhood is not able to get to school on a sidewalk.
- I would love for my children to be able to walk to and from their schools. At this time, it is just not safe. Also, I have younger children that will be attending Barbara Cockrell and Pearland Jr High, so my concerns about walking are not just for my currently enrolled children, but also for those that will attend in the future.
- If the sidewalk along old Alvin road was complete I would allow my child to ride his bike to and from school
- We would love to walk to school or bike together but there is not a sidewalk on Old Alvin Rd. we live less than a mile from the school. Please add a sidewalk!!!!
- We would love to walk to school but it's impossible to cross Pearland Parkway on foot
- My children could ride bikes straight down Old Alvin rd if there was a safe side walk from Brentwood to McHard. If instead, they try to go down back streets through Lakes of Highland Glen, it is more than 2 miles one way.
- I went before the City of Pearland and asked them to place sidewalks down Old Alvin Rd, but they said that it would be too expensive. I would have to pay for bus service because I live within two miles of the school.
- We need sidewalks along Old Alvin Road.
- Crossing the busy street would easily be re-mediated by having a cross-walk monitor. But that's only if we had sidewalks from my neighborhood to the school.
- Would have to cross RR tracks
- Large ditches on either side of two lane road. Also, I find it appalling that I have to pay for bus service when my school taxes are so high and that fact that there is not a safe route for my oldest to get to Pearland Jr High West without the bus makes paying for the service even more aggravating. The excuse that there is a Texas law that "allows" them to charge was not well received, especially since we just moved from Pasadena ISD and they have lower taxes, more kids and still manage to fund free bus service as it should be.

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide sidewalk connection along the pickup-drop-off roadway.** This improvement provides a missing 8-foot wide sidewalk connecting the existing sidewalk from the south to the bike racks and sidewalk on the west side of the school leading to the front door.
2. **Provide short sidewalk connection at the southeast corner of Old Alvin Road and McHard Road.** This small improvement provides a short sidewalk connector that facilitates the north-south movement at the corner.
3. **Provide short sidewalk connection along Highland Glen Lane at the entry to the community pool.** This small improvement provides a short sidewalk connector that facilitates student and resident walking along Highland Glen Lane.
4. **Provide 6-foot sidewalk along the south side of Pearland Parkway from Hidden Glen Lane to tie to the existing sidewalks at the school.** This improvement will provide a more direct route for some students to walk or ride bicycles to school, and will provide connectivity choices.
5. **Provide 6-foot sidewalk along the east side of Old Alvin Road from Knapp Road to McHard Road.** This improvement provides sidewalk connection to the subdivisions north of the school and connection to the pedestrian crossing signal at the intersection of McHard and Old Alvin Road.
  - a. *Note: The City has a development agreement with a developer to build 585 linear feet of 6-foot sidewalk on the west side of Old Alvin from McHard Road to the north.*
  - b. *Note: In the same agreement the City is committed to building 630 linear feet of 6-foot sidewalk on the east side of Old Alvin.*
  - c. *Note: The remaining portion of the sidewalk to Knapp road needs to remain in the plan as a recommendation.*
6. **Provide 6-foot sidewalks along Knapp Road, Union Valley Drive, Robinson Drive and Glastonberry Drive.** This improvement would provide for enhanced safety of students walking along their neighborhood street to access the existing and proposed sidewalk network.
7. **Provide a Pedestrian Bridge across Pearland Parkway south of Hidden Glen Lane.** This improvement would connect the trails on either side of Pearland Parkway, thus connecting the two large subdivisions east of Pearland Parkway to the subdivisions and school west of the parkway.

## Outreach and Publicity Strategy

The walking and bicycling to and from school could be encouraged by the following activities:

- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure
- School traffic safety plan for parent packets tied to school code of conduct

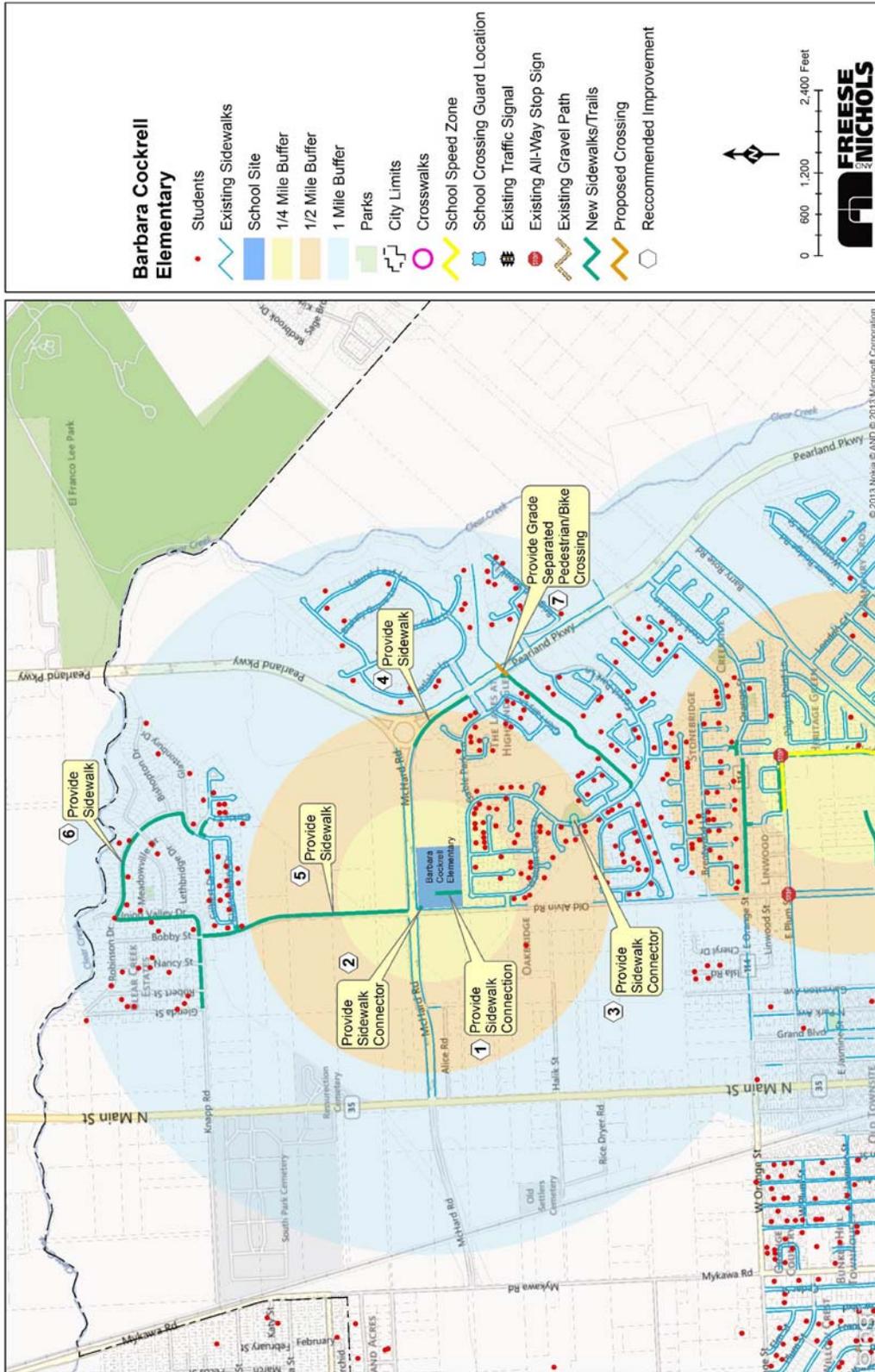


Figure 4B. Cockrell Elementary Proposed SRTS Enhancements

## 6.4 Active Transportation Plan for C. J. Harris Elementary School

### Overview

C. J. Harris Elementary is located amid old and new subdivisions, about 10 miles east of SH 288 and 1/2 mile north of Broadway in Pearland, Texas. The school is situated within a mostly developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the north, northwest and west, while a scattered few are located to the east, south and southwest along various roadways. Although close to the school, the students living to the east, south and southwest do not have the proper facilities to enable them to walk to school safely. The students from the north, northwest, and west of the school are basically accommodated for walking and bicycling to school.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone
- A path leading to and from the subdivision directly east of the school
- A pedestrian crosswalk at the three way intersection of Schleider and Barry Rose including a crossing guard for morning and afternoon
- A crossing guard stationed at Schleider and Plum in the morning and afternoon
- A crossing guard stationed at Old Alvin and Plum in the morning and afternoon
- Bicycle racks provided for student and parent use

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Teachers and Staff assist students out of cars
- Teachers or Staff members safely walk groups of students who are walking or bicycling off of the campus at dismissal

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- We have crossing guards at three intersections and one directly across the street to assist students that are walking or bicycling to and from school. Once all of our buses have left in the afternoon, the walkers and bicycle riders are escorted off the campus by teachers or staff. The school's driveways that students will walk are monitored by staff members in the morning and the afternoon to assist students to cross the driveways safely. As a safety precaution to themselves and others, bicycle riders must walk their bicycles on school property rather than ride them.

Other school travel policies include:

- Staff and teachers park in the side parking lot to allow parents ample parking in front, so they can walk students into the school.
- Crossing guards are not allowed to use their cellular/mobile phones while on duty.
- Students that walk or ride bicycles are required to enter and exit specific doors.

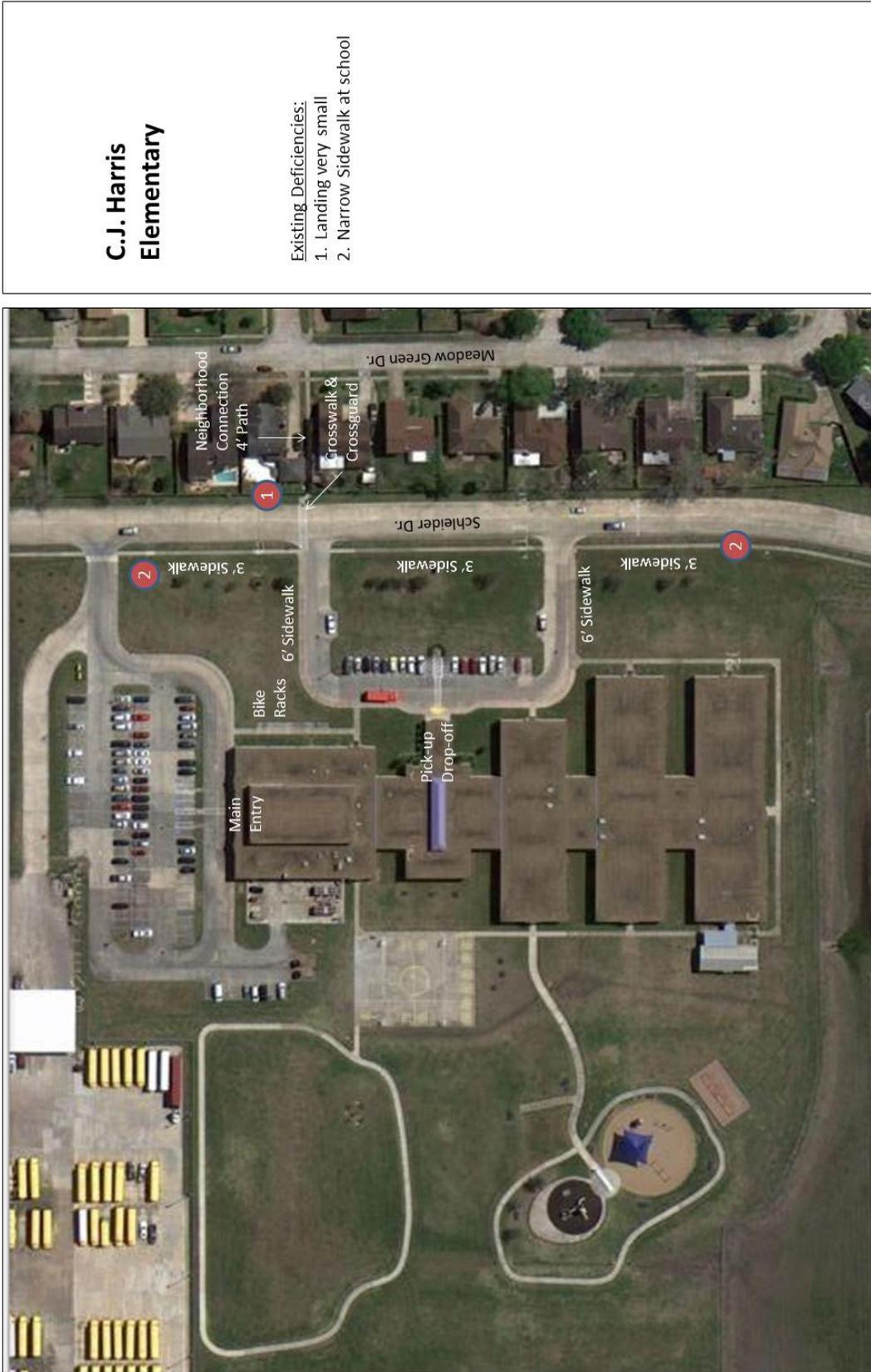


Figure 5A. Harris Elementary Existing Conditions

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Harris Elementary School.

- WE NEED A CROSSING GUARD AT THE CORNER OF PLUM AND OLD ALIVIN RD. BY THE CHURCH!!!!!! THEY HAVE ONE FOR THE JR. HIGH KIDS BUT NOT FOR THE ELEMENTARY KIDS....
- Even if I had a safe route between my house and the school, I would be afraid to let my 6 year old bike to school 1.5+ miles with the potential for my child or any child being abducted.
- There is only one crossing guard and she is only at the street of the school and does not show up until after 7:30 and since my kids have to be at school before then because of clubs and student council so there is no safe way to cross the busy 4-lane road
- We live in the Twin Lakes subdivision on Veterans. My child would have to cross train tracks, 35, and 518 in order to get to CJ Harris from our house. We are 1.9 miles away and it is not feasible for children to do this (walking or riding a bike). The neighborhood across the street from mine (The Parks at Walnut Glen) gets free busing. My house is actually farther away from the school than that bus stop and those students get free busing. This is very frustrating for my family.
- We need a crossing guard at old Alvin and Plum during Elementary school hours there is one at this intersection during Jr High hours, but smaller children require a little extra help at this large intersection. Instead of the Schlieder and Plum 3 way stop.
- We love riding bikes/ walking but broken sidewalks and lack of them makes it harder, and dangerous. We appreciate what has been replaced and hope it continues all the way to us. Thanks again for helping to keep our kids safe and parents involved!!
- Crossing guarding being available at schedule times.
- 518 is a very busy road, there is no cross guard and my work hours interfere with school hours. It's unfair to have to pay for transportation services to and from school. Especially when you're a single parent!
- My son is old enough and close enough to ride his bike. However, I worry about the traffic. The cars drive terribly, and he would have to cross a busy intersection that does not have a crossing guard.
- We live less than two miles from school but even with added sidewalks and bike lanes I have concerns. FM 518 has become a congested street and asking primary or elementary students to walk across that is dangerous, might as well ask them to cross Hwy 288! Also, I don't think sidewalks and bike lanes are no longer the problem, its society alone and a parents worse fear of their child being abducted.
- There should be a side walk on both sides of Alexander Middle School. On the right side of the school, there is an S curve with no side walk or shoulder for the kids to be safe, the curve has blind spots & many cars drive fast with no regards to the school being there

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Widen the existing sidewalk to 8-feet wide along the west side of Schleider Drive from Berry Rose Road to E. Plum Street.** This improvement will facilitate the safety of existing and increased walking and bicycle riding by students living in the apartments and subdivisions south of the school.
2. **Provide 6-foot sidewalk along the north side of E. Plum Street from Linwood Oaks Street to Schleider Drive.** This improvement will facilitate walking and bicycling by students that live north of E. Plum Street, eliminating the crossing of E. Plum Street to access the existing sidewalks on the south side of the street.
3. **Provide 6-foot sidewalk along the south side of E. Orange Street from Old Alvin Road to Schleider Drive.** This improvement will facilitate walking and bicycling by students that live north of E. Plum Street. The sidewalk will also encourage walking by all residents in the area and provide access to the park to the east along E. Orange Street.
4. **Provide 6-foot sidewalk from Stonewood Heights Court to new 6-foot sidewalk extension along north side of E. Orange Street to tie to intersection with Schleider Drive.** This improvement provides a shorter route to school from the subdivision, encouraging walking and bicycling.
5. **Provide 6-foot path from the pedestrian bridge at Shiela Street to the sidewalks at the west side of the school.** This improvement encourages walking and bicycling from the neighborhood southwest of the school. The pedestrian bridge already encourages walking and bicycling to the Junior High School.
6. **Provide short segment of 6-foot sidewalk along the west side of Sherwood Street that completes the sidewalk from the subdivision to Broadway.** This improvement will facilitate walking and bicycling by students that live in the Sherwood subdivision. Pedestrian signals and crosswalks are provided for all approaches at the intersection of Sherwood at Broadway.
7. **Widen the sidewalk along the north side of Broadway from Sherwood Street to Berry Rose Road.** Change the narrow sidewalk at the back of curb to a 6-foot sidewalk separated from the curb by at least 5 feet to encourage walking along the corridor and enhance the safety for students.
8. **Widen the east side landing of the crossing of Schleider Drive to the path to the subdivision to the east.** This improvement enhances the safety of improved utilization of this connection.

## Coordination, Outreach and Publicity Strategy

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure

- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct
- Coordinate with the Junior High School to extend the crossing guard duties to the hours that support Harris Elementary School as well.

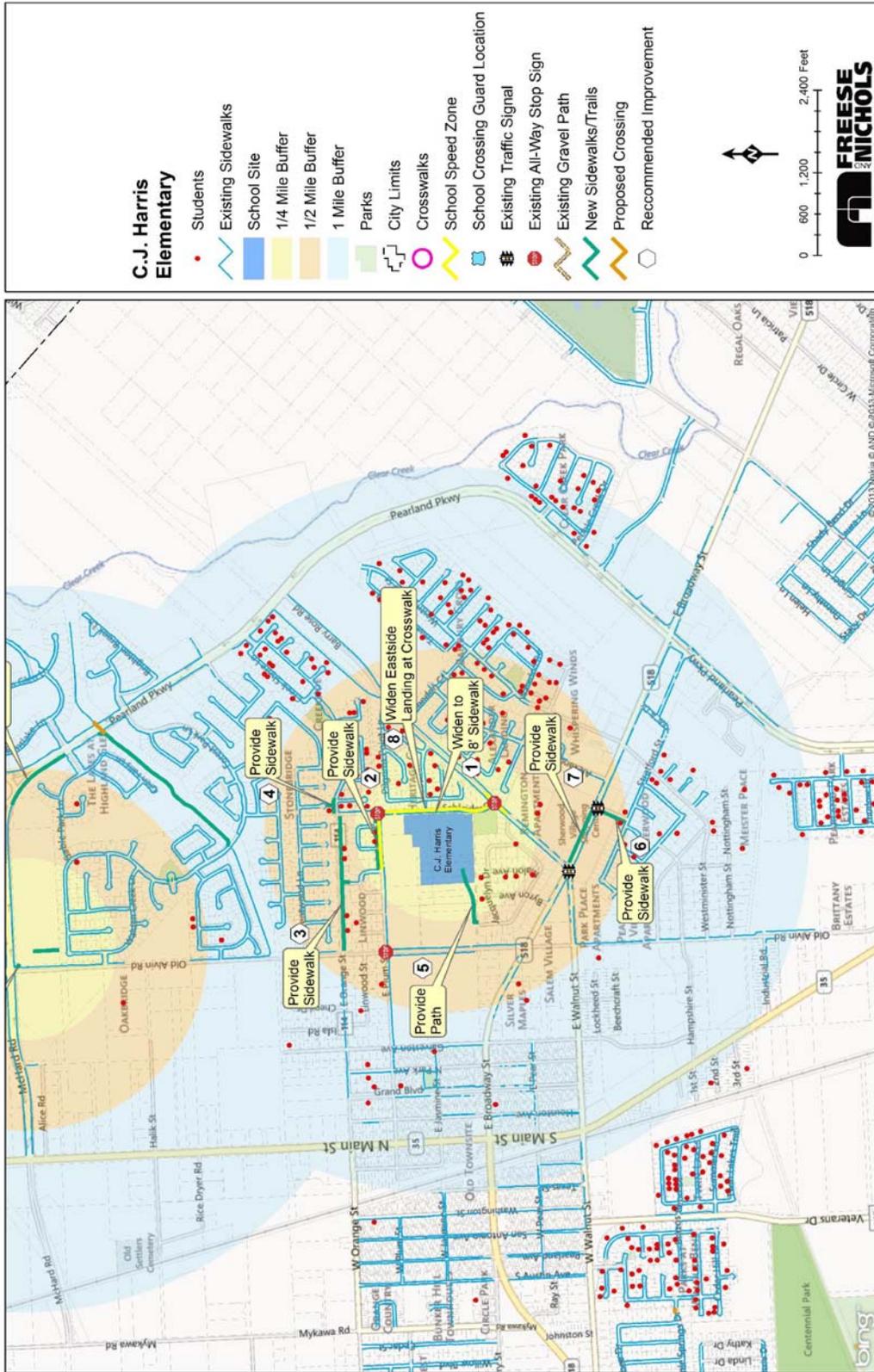


Figure 5B. Harris Elementary Proposed SRTS Enhancements

## 6.5 Active Transportation Plan for E. A. Lawhon Elementary School

### Overview

E. A. Lawhon Elementary is located amid a mixture of rural residential, older subdivisions and mobile homes, about 3 miles east of SH 288 and 1/2 mile south of Beltway 8, physically in Brookside Village (population approx.1,500) but also serving students living in the northern edge of the City of Pearland. The school serves a mostly rural area with a mixture of old and newer low density housing and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to be scattered in all directions, with a small concentration in a mobile home park to the southeast in Pearland. Although close to the school, the students do not have the proper facilities to enable them to walk to school safely.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Staff presence during drop-off/pick-up
- Student patrol for car riders
- Law enforcement support at the main intersection near the school during drop-off/pick-up

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Due to deep ditches and no sidewalks, students do not walk or ride bikes to school. However, parents do park their cars and walk students across the pedestrian crosswalk in the school parking lot during drop-off/pick-up times. They also have the option of driving their car through the car rider line to drop-off/pick-up their child where staff members unload/load the child into the car.

Other school travel policies include:

- N/A

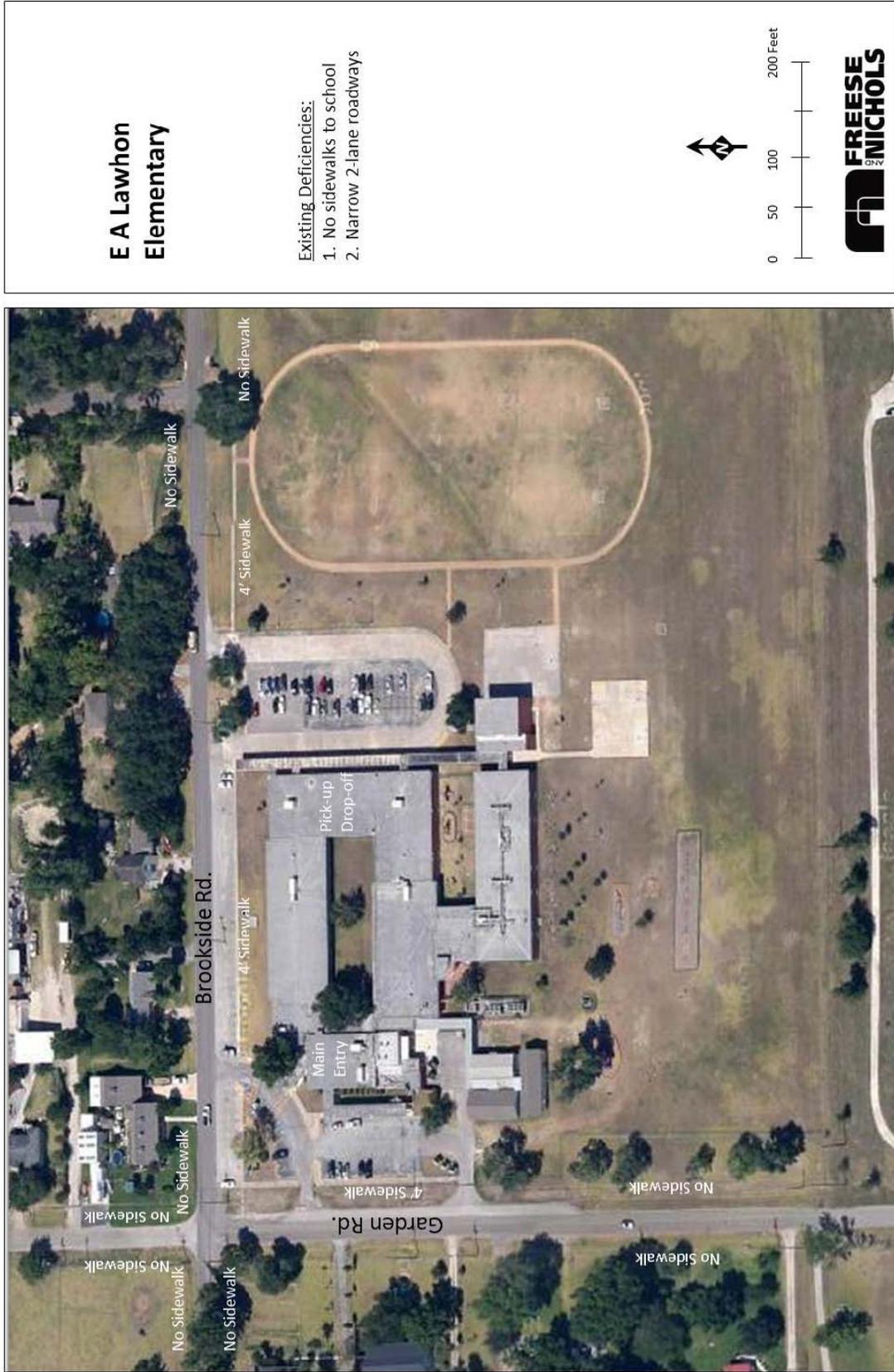


Figure 6A. Lawhon Elementary Existing Conditions

### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Lawhon Elementary School.

- There should be sidewalks so the children could safely walk home if they have to. I would not let him ride his bike by himself
- My daughter and/or I are unable to walk or bike due to the road is kind of narrow, dangerous for walk or bike. It is very nice if City of Pearland build side walks around 2 miles from school. I look forward for good news.
- If the sidewalks extended farther down Brookside Road and there was a stop sign or cross walk my kids would ride their bike to school.
- I think the survey should consists a question of whether or not the parent would allow their child(ren) to go to and from school on their own. There are not many sidewalks near us and the Pearland parents are crazy drivers no matter what time of day. Always speeding in the school zone, most parents and daycare drivers treat it as a race. My child is too young to walk to school.
- If there were sidewalks then we would consider bikes

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide 6-foot sidewalk along east side of Oday Road from Pearland Heights Mobile Home Park to Brookside Road and along south side of Brookside Road to existing sidewalk at school. Conduct a “warrant study” to determine if the intersection at Oday and Brookside should be an all-way stop to improve its safety as a pedestrian crossing.** This improvement allow could allow for students to walk or ride bicycle to school that could not have otherwise.
2. **Provide 6-foot sidewalk along north side of Brookside Road from Brookside City Hall to Oday Road.** This improvement allows students to walk or ride bicycle to school that could not have otherwise. The segment of sidewalk also provides community access to city hall.
3. **Provide 6-foot sidewalk to complete the connection along the east side of Oday Road from the mobile home park to Butler Road.** This improvement allows students to walk or ride bicycle to school that could not have otherwise and extends the reach of local residents for walking.
4. **Provide 6-foot sidewalk on Butler Road at entry to Village Grove subdivision.** This improvement connects the subdivision sidewalks to the proposed sidewalks along Oday Road and Butler Road.
5. **Provide 6-foot sidewalk connector on both sides of Village Grove Drive.** This improvement connects the sidewalk network on the two sides of the subdivision, connecting the east side to the propose sidewalk network to access the school.
6. **Provide 6-foot sidewalk on the east side of Old Avin Road from Butler Road to Brookside Road.** This improvement allows students to walk or ride bicycle to school that could not have otherwise.
7. **Provide 6-foot sidewalk on Butler Road between Old Alvin Road and Oday Road.** This improvement connects the subdivision sidewalks to the proposed sidewalks along Oday Road and Butler Road.

## Outreach and Publicity Strategy

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

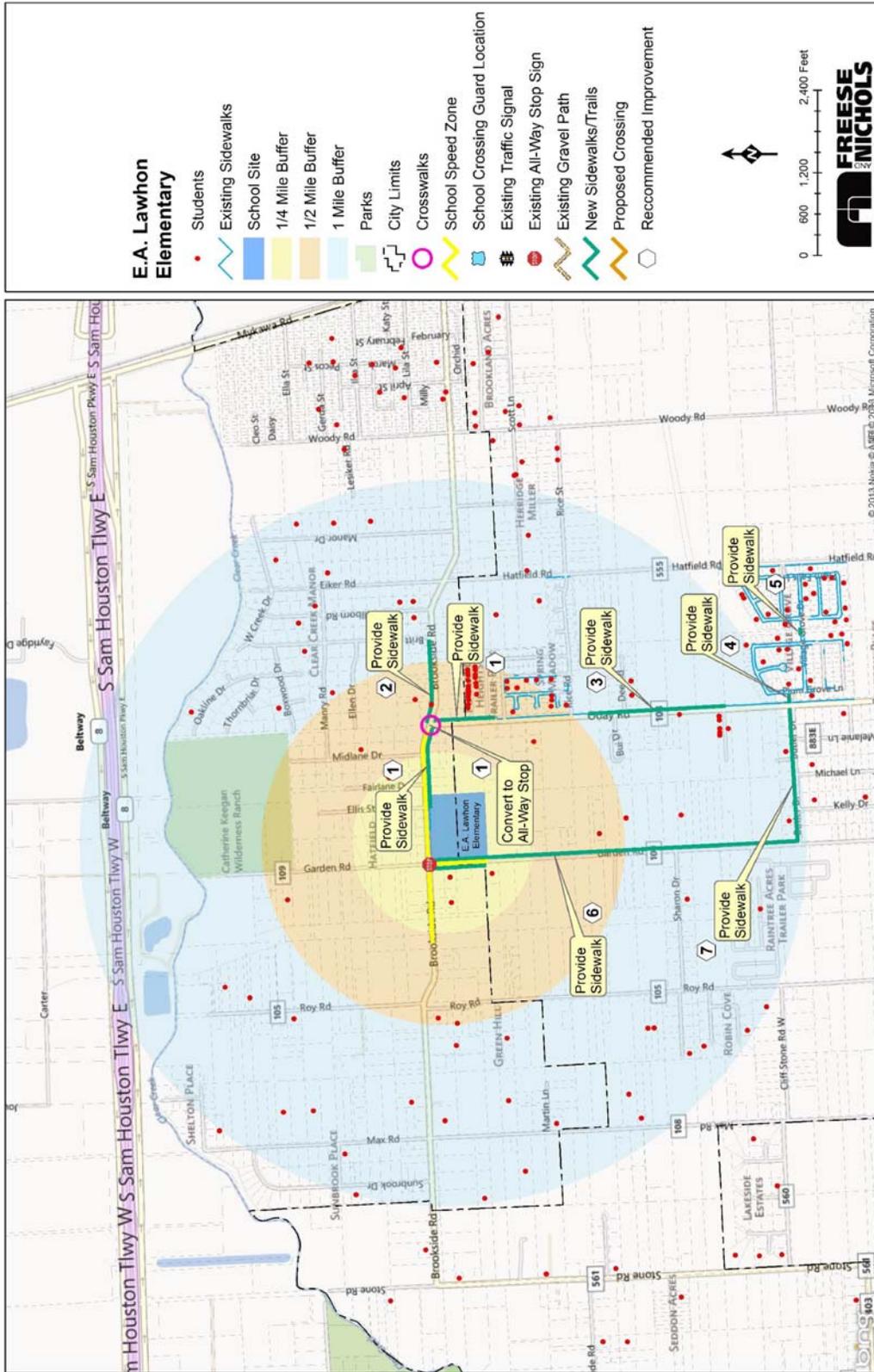


Figure 6B. Lawhon Elementary Proposed SRTS Enhancements

## 6.6 Active Transportation Plan for Glenn York Elementary School

### Overview

Glenn York Elementary is located amid relatively new subdivisions, about 1.5 miles west of SH 288 and 1/4 mile north of Broadway in Pearland, Texas. The school is situated within a mostly developed urbanized area of Pearland, with mostly newer subdivisions with sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the northeast, north, northwest and west, while many are located in the subdivisions to the south of Broadway. Sidewalks are provided along the local and collector roads within the subdivisions north of Broadway, providing walking and bicycling opportunities for the majority of students. Broadway is a major arterial roadway running east-west just south of the school, posing a hazardous crossing for students and qualifying those students living south of Broadway for school bus service.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone
- Staff escorts walking and bicycling students to corner of Kingsley Drive and Trinity Bay Drive where crossing guard is positioned to get students safely across the intersection for continuation on sidewalks to the north and east.

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Law enforcement support
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Student patrol
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students are dismissed in a precise order so as to promote safety in the process of dismissing walkers and bikers, in the following order: bus riders, car riders, daycare/aftercare students, bridge bikers, bridge walkers, regular bikers and regular walkers.

Other school travel policies include:

- No parent walk-ups are allowed. Parents must either wait across the bridge or across the street to get their child if they are a walker or biker.
- No Kindergarten students are released until a parent is positively identified on the other side of the bridge waiting for them.
- Students will not be released if it is raining heavily, lightening is present, or other weather impediments exists. In these cases all students become subject to “parent pick-up.”

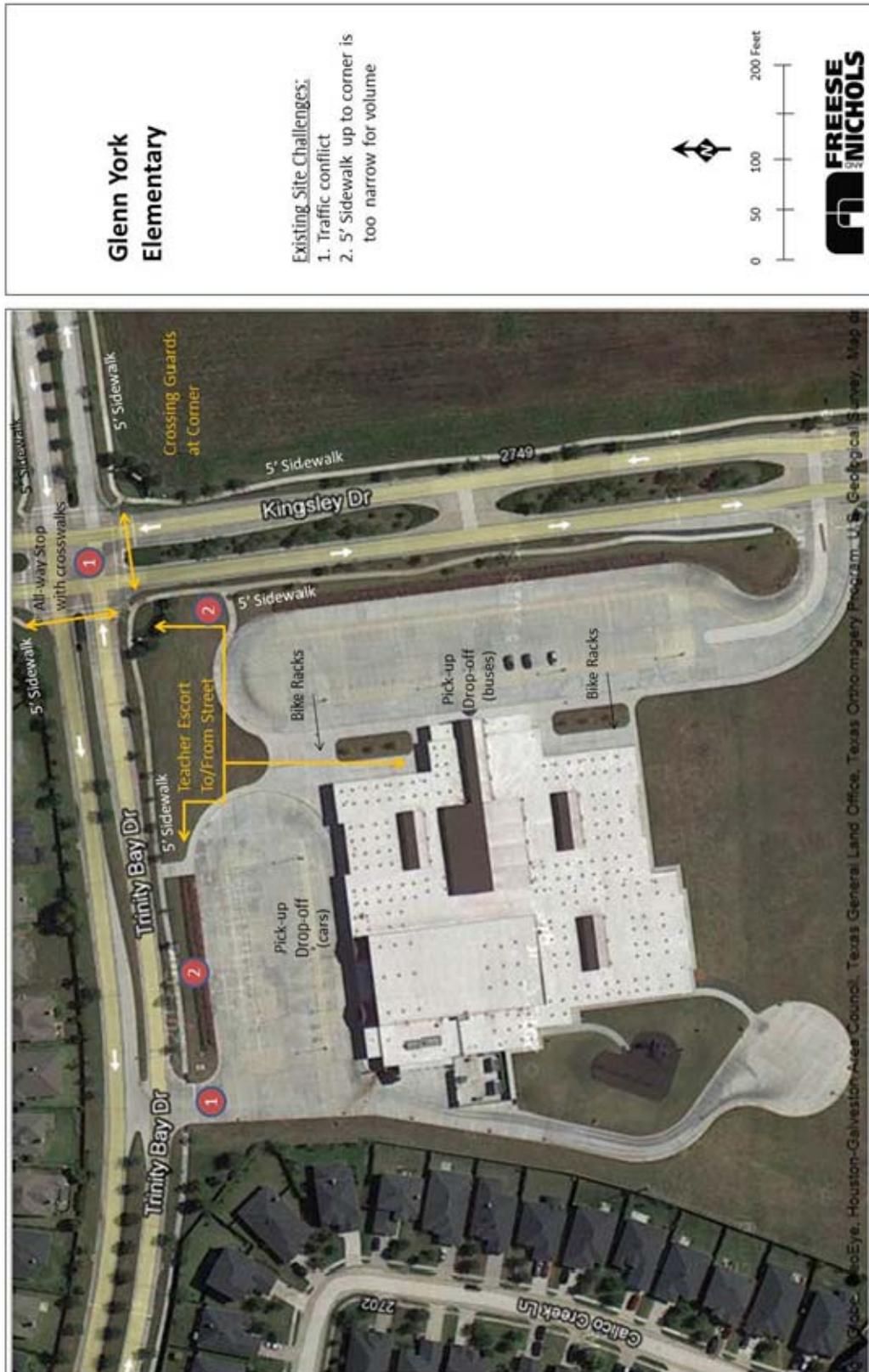


Figure 7A. York Elementary Existing Conditions

### **Comments from Survey**

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comment was received from those indicating they had a student at Glenn York Elementary School.

- I would love for me and my child to ride our bikes or walk, but I don't feel riding a bike, since the sidewalk ends and he has to get onto Trinity Bay which is a very busy street. Also he has to cross two big streets. It would be nice if there were more signs warning about children walking or biking. It would be great to have some markings for walkers and bikers on the surface of the street. And what would be absolutely fabulous is to have a more direct way of getting to school. If we could go across we'd be able to save a lot of time.

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide 6-foot sidewalk along west side of Kingsley Drive from Southern Trails Drive to Broadway Street.** This improvement allows students to walk or ride bicycle to school that could not have otherwise. Currently these students within one mile southwest of school are eligible to be bused due to the “hazardous” crossing of Broadway.
  - a. *Note:* Sidewalks along Kingsley (CR48) are being provided by developer or are included in Brazoria County’s plans for widening CR48, which is scheduled to start in 2014.
2. **Provide 6-foot sidewalk along west side of Kingsley Drive from Southern Trails Drive to Broadway Street..** This improvement allows students within one mile southeast of school to walk or ride bicycle to school that would have otherwise had to walk further to cross Broadway using the signal at Half Moon Bay. Currently these students are eligible to be bused due to the “hazardous” crossing of Broadway.
  - a. *Note:* Sidewalks along Kingsley (CR48) are being provided by developer or are included in Brazoria County’s plans for widening CR48, which is scheduled to start in 2014.
3. **Provide 6-foot sidewalk along the east side of Indigo Bay Drive from Trinity Bay Drive to Hampton Bay Drive and along the north side of Trinity Bay Drive from Indigo Bay Drive to Biscayne Bay Drive.** This improvement allows students to walk or ride bicycle to school from their neighborhood to use the crossing control point at Biscayne Bay Drive and Trinity Bay Drive.
  - a. *Note:* This appears to be a sidewalk that the developer should have installed. The City is currently verifying this information and shall update this plan upon additional findings.
4. **Provide standard crosswalk along the south side of Trinity Bay at Park Springs Drive. Provide standard crosswalks along the south and north side of Winter Springs Drive at Park Springs Drive.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.
5. **Provide 6-foot sidewalk along the east side of Indigo Bay Drive and the north side of Trinity Bay Drive..** This improvement reduces the crossing of streets internal to the neighborhood to access the sidewalk system along Trinity Bay Drive intended for use to access the school to and from the neighborhood.
6. **Enhance the Crosswalks at the All-way Stop Controlled intersection of Biscayne Bay Drive and Trinity Bay Drive.** A higher order of crosswalk pavement markings is suggested to enhance the visibility, and thus the safety, of the pedestrian crossings on all four approaches to the intersection.
7. **Enhance the Crosswalks at the All-way Stop Controlled intersection of Trinity Bay Drive and S. Clear Lake Loop.** A higher order of crosswalk

- pavement markings is suggested to enhance the visibility, and thus the safety, of the pedestrian crossings on all four approaches to the intersection.
8. **Enhance the Crosswalks on the north side of the intersection of S. Clear Lake Loop at Silent Shores Lane.** A higher order of crosswalk pavement markings is suggested to enhance the visibility, and thus the safety, of the pedestrian crossings on all three approaches to the intersection.
  9. **Provide standard crosswalk along the east side of Rustling Creek Drive at the entry drive to the Briarwood North subdivision.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.
  10. **Provide a short (20-foot) 6-foot sidewalk connector from the cul-de-sac at the east end of Imperial Shore Drive to the sidewalk along Biscayne Bay Drive.** This improvement reduces the walking distance from the neighborhood to access the sidewalk system along Biscayne Bay Drive intended for use to access the school to and from the neighborhood.
  11. **Provide standard crosswalk along the west side of Indigo Bay and the south side of Trinity Bay Drive at this intersection.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.
  12. **Provide an enhanced crosswalk along the west side of Indigo Bay Drive and a standard crosswalk the south side of Trinity Bay Drive at this intersection.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood. The enhanced crosswalk – ladder striping or a complete color or pattern in the crosswalk – increases the visibility and thus the safety of this uncontrolled pedestrian crossing Trinity Bay Drive.
  13. **Re-stripe the crosswalks at all four legs of the intersection of Biscayne Bay Drive and Regents Bay Drive.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.

### **Coordination, Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
  - Parent patrol program of rotating assignments to raise awareness of issues
  - Collaborations with Neighborhood Watch program during arrival and departure
  - Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

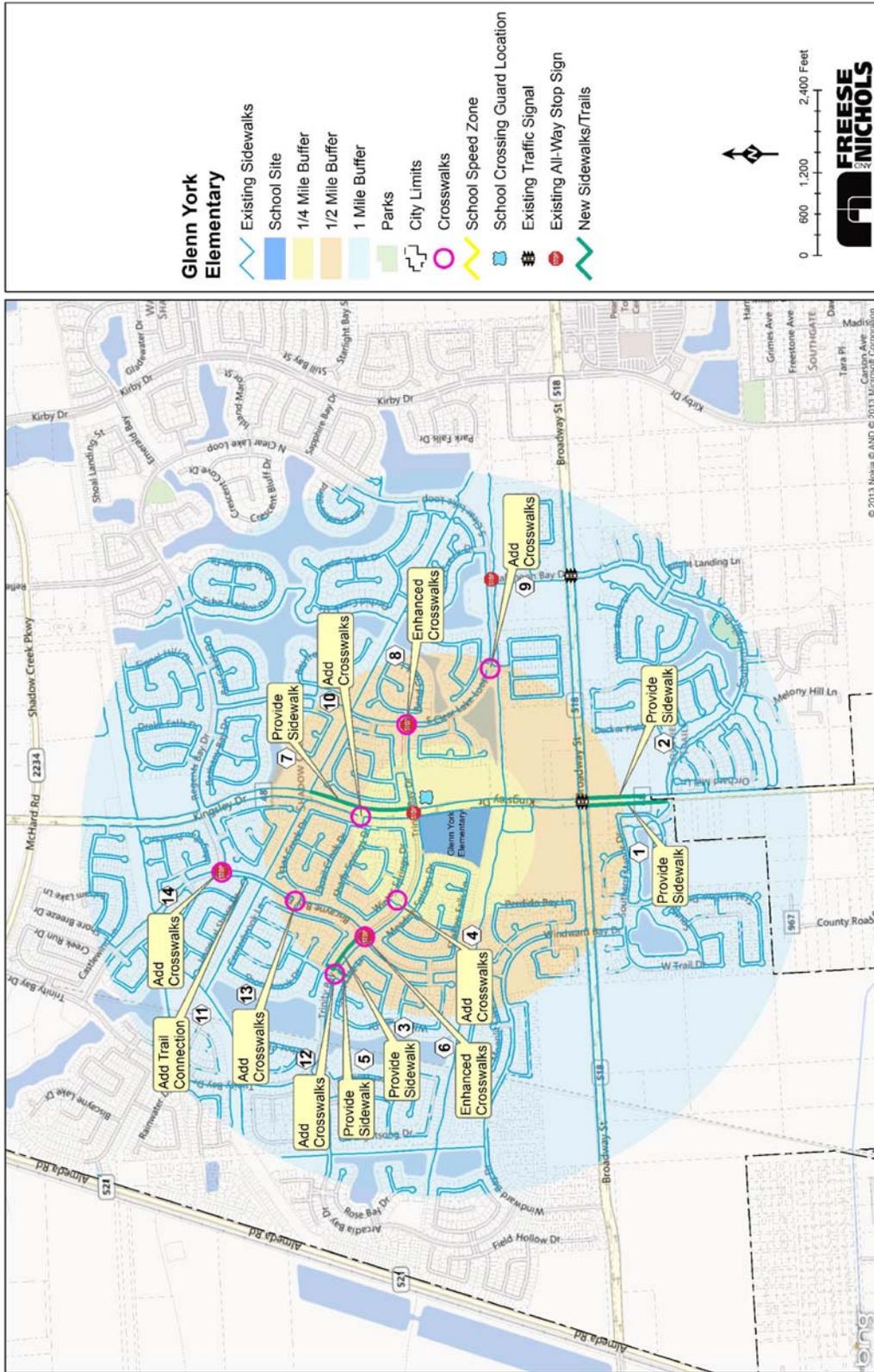


Figure 7B. York Elementary Proposed SRTS Enhancements

## 6.7 Active Transportation Plan for Pearland Junior High School South

### Overview

Pearland Junior High School South is located in the developing southeast sector of Pearland, Texas, about 5.5 miles east of SH 288 and 2 miles south of Broadway. The school is situated within a partially developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the west, northwest and north, while a scattered few are located to the south and east along various roadways to which currently there are no pedestrian facilities. Although close to the school, the students living to the southeast and southwest do not have the proper facilities to enable them to walk to school safely. The students from the north and northwest of the school are adequately accommodated for walking and bicycling to school, though several enhancements need to be made.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone
- Others

This school has the following supports or activities in place during student travel times:

- Staff presence during drop-off/pick-up
- Law enforcement support
- Neighborhood Watch program
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students who live in the neighborhoods to the northwest are directed to arrive/leave by the tennis courts and practice football fields.
- Students who live in the neighborhoods to the northeast are directed to arrive/leave by the front of Turner High School and Veterans Drive.
- Students that walk or bike are encouraged to leave the school grounds at 4pm due to the heavy student pick-up traffic from 3:45 – 4:00pm.
- New parent pick-up procedures implemented in the 2013 school year require that parents form a single car-rider pick-up line, for safety purposes.

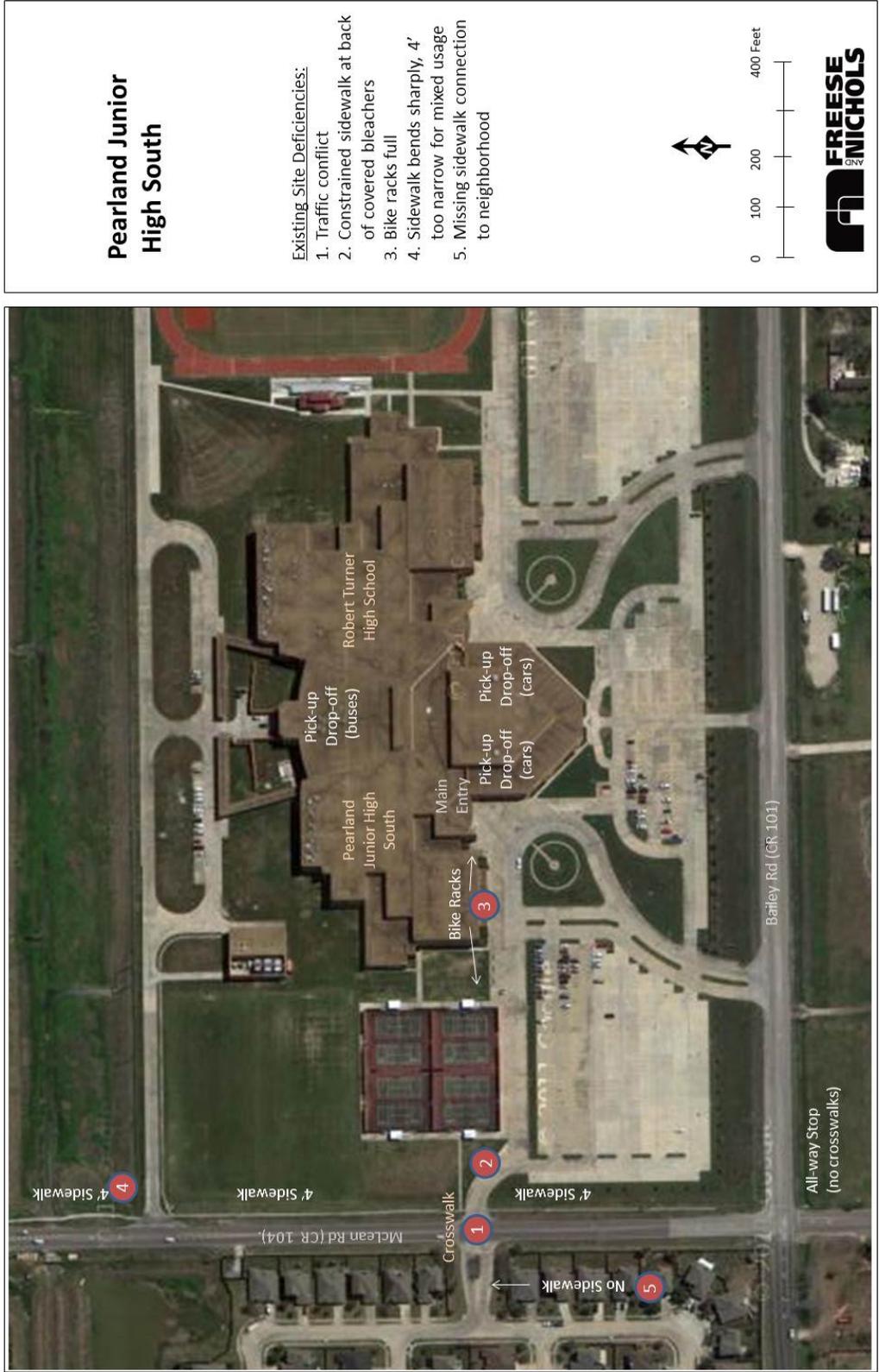


Figure 8A. Pearlland JH South Existing Conditions

### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Pearland Junior High School South.

- I noticed some of the other PISD schools are not on the survey and don't have sidewalk routes to them. My child's grandparents live near Rustic Oaks Elementary and there ARE NO SIDEWALKS up to the schools property as well as it is dangerous since parents park all over the place (not in a line of cars but literally EVERYWHERE!) VERY dangerous school to be around and then the school zones are the largest in the area! other zones like Carlston and Lawhon have school zones about 500 feet past the schools but Rustic has them over a 1/2 mile. Very inconsistent in the Pearland area.
- I drive Veteran's to 35 daily and see many students riding bikes/walking along busy rode with no shoulder/sidewalk in places or crossing 35 with the construction. so scary and dangerous that I can't believe it.
- He plays the trombone and it is easier to walk and carry than to balance the trombone on the bike and ride.
- Sidewalks are needed on Bailey starting at PJHS all the way to the Natatorium for students walking or biking there after school, or even to the High School.
- The route does have sidewalks on one side of the street - would be helpful to have on both sides and would be helpful to have better/safer crossing areas for students who walk or ride bikes.
- You didn't ask about Magnolia Elementary but there is a major traffic problem there in the mornings. We live too close to the school for my kindergarten child to ride the bus without paying for it. It's difficult with work schedules to not have bus service for such young children.
- One busy intersection to cross, McLean Road
- The crossing from Park Village Estates to Jr. High South is scary to see as a parent. I do my part and contact police, but they can't be everywhere. The main problem is people making turns into the school in an entrance CLEARLY marked do not enter. It is dangerous for walking kids as well as cars turning out of the drive. Perhaps a stop sign can be considered here clearly stating no turn and 3 way??
- At PJHS at the exit from the front parking lot onto McLean Rd there is a Do Not Enter sign. Is it possible to get this sign moved back about 30 ft to allow people to enter the parking lot from this direction. Moving the sign back would prevent people from driving down the main student pickup lane.
- On the west part of McLean road from our Springfield subdivision there is no sidewalk, this is a concern.
- I have multiple children and therefore have different issues with each. The survey did not address this. My Carlestone student walks almost every day. I have a Jamison student (which is not included in the survey, but by far the worst situation) who should have transportation as the route is far (1.95 miles according to PISD) and totally unsafe (no sidewalks/shoulder, traveling along 518 and crossing 518. South is

a little better and I think we've figured out a bike path, however, the amount of equipment my daughter drags to school precludes a safe ride.

- I would love for my children to be able to walk to and from their schools. At this time, it is just not safe. Also, I have younger children that will be attending Barbara Cockrell and Pearland Jr High, so my concerns about walking are not just for my currently enrolled children, but also for those that will attend in the future.
- My son would have to walk in the ditch or on the road if he were to walk. His only route to take is Bailey, which is a very high traffic two lane road without any shoulders . We live almost to 1128. That is a very long distance for someone to walk. The school should provide a bus this far away and with Bailey being the only option to walk.
- My problem is not with him walking to PJHS, it was when he attended Jamison. He rode the bus but we had to pay but just one street over in our subdivision Jamison students did not have to pay. The alternative was to have him walk and cross 518.
- We need sidewalks for sure between the Natatorium and South and around the cow pasture between them.
- Thank you for adding the sidewalk last year between Centennial Park and Magnolia. It made a big difference

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide 6-foot sidewalk connections on Springfield Avenue west of McLean Road to the sidewalk along the east side of McLean Road.** This improvement connects the existing sidewalk networks on either side of McLean to each other, and the subdivision to the west of McLean to the sidewalk that lead to the school.
2. **Widen the sidewalk to 8 feet along the east side of McLean Road from Springfield Avenue to Village Creek Drive.** This improvement will facilitate and encourage the increased walking and bicycling to the school from the residential areas to the north.
3. **Provide 6-foot sidewalk along the west side of Veterans Road from Magnolia southward to tie to the existing sidewalk north of Springfield Avenue.** This improvement provides a more direct path from the Cobblestone subdivision and the Magnolia Place Trailer Park to the existing sidewalk network that leads to the school.
4. **Provide and enhance the pedestrian crossings at the all-way stop controlled intersection of Veterans Road at Springfield Avenue.** This improvement will provide pedestrian crosswalks at all four approaches to the intersection and enhance the signage for the intersection. This same improvement needs to be done for the north-south crossings at Barrington Way.
5. **Provide the 6-foot sidewalk connection and bridge along the east side of Veterans Road at the drainage ditch north of the school.** This improvement provides a secondary access path from neighborhoods to the north and direct connection to the athletic complex east of Veterans Road.
6. **Enhance the pedestrian crossing of Veterans Road at the athletic complex.** This improvement would provide pedestrian actuated crossing flashers and crosswalk striping to enhance the visibility of this crossing.
7. **Provide 6-foot sidewalk connections along Village Creek Drive west of McLean Road.** This improvement will facilitate the student walking and bicycling to the school from the neighborhoods to the west. The existing crosswalk markings and signage will be enhanced.
8. **Provide 6-foot sidewalk along the north side of Baily Road between Lawrence Place and Lavaca Drive.** This improvement connects the sidewalks of the two subdivisions and provides walking and bicycling access from the western subdivision through the existing sidewalks to the school.
  - a. *Note: The Bailey Road expansion project includes a 10-foot sidewalk along the north side of Bailey Road. The project is scheduled to start construction in late 2015.*
9. **Provide 6-foot sidewalk along south side of Cottonwood Street from Harkey Road to Spring Branch Drive West.** This improvement provides walking and bicycling access further west into the less developed residential areas.
10. **Provide 6-foot sidewalk along east side of Harkey Road from Ravenwood Drive to Patridge Drive.** This improvement provides walking and bicycling

access further west into the less developed residential areas and connects to sidewalk improvements along Harkey Road to Magnolia Street.

**Coordination, Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct
- School traffic safety plan during parent nights, concerns, and extracurricular activities
- Communication of safety procedures using call-out phone messages, email blast, Pearland Junior High South website, and other electronic, mobile/cellular applications

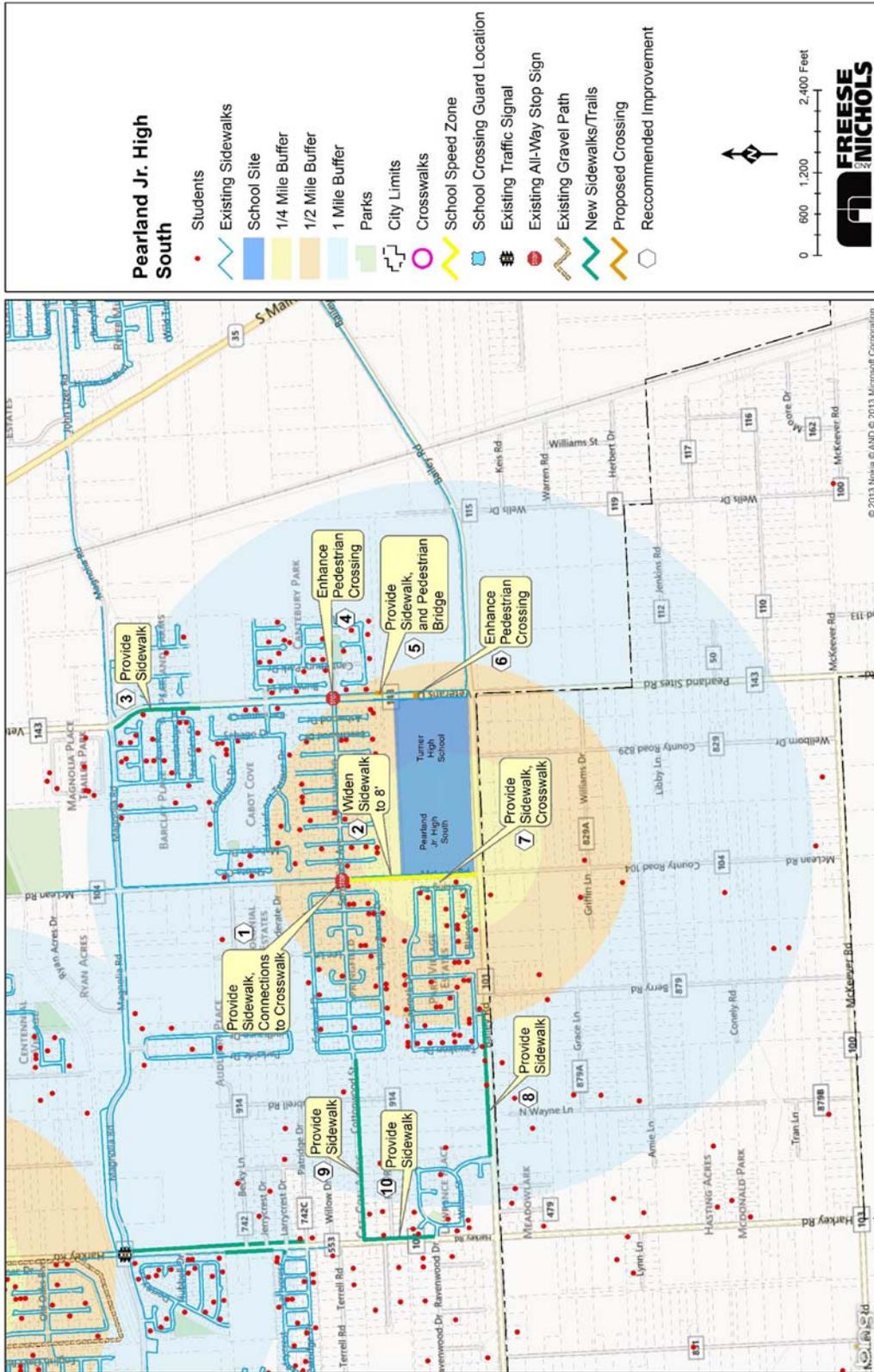


Figure 8B. Pearland JH South Proposed SRTS Enhancements

## 11. Outreach and Publicity Strategy District-wide and Focus Areas

1. Conduct the Transportation to School Survey Regularly
  - a. At least biannually, conduct the on-line survey of how families get their students to school and the issues they face.
  - b. Track and publish the performance measures gathered in the survey - mode of transport, sense of safety, stated issues, etc.
2. Engage the Community
  - a. Collaborate with local media for public service announcements before the start of each school year regarding the importance of school speed zones and watching for young people walking and bicycling to school.
  - b. Contact neighborhood associations along walking routes to school to assure that signs are visible, trees and brush are trimmed, and sidewalk obstacles are addressed.
  - c. Contact each neighborhood association to request extension of the neighborhood watch program to monitor students walking to and from school.
  - d. Contact businesses along safe routes to school to solicit their participation in keeping walking routes clear of obstructions and to look for ways to enhance the safety and aesthetics of the walking environment at their property.
3. Participate in the National Walk to School Week program each October and the National Bike to School Week program in May.
  - a. Draft a news release or media advisory for the events. Template media materials are available at [www.walktoschool.org/resources](http://www.walktoschool.org/resources). Follow up with key media contacts. Pre-arrange interviews.
  - b. Choose a difference focus school and backstory each year.
  - c. Conduct a highly visible event to bring greater awareness to the event's theme, varying the focus of the message each year (i.e. increasing physical activity, making it safer for walkers, or the environmental benefits of walking).
  - d. Go beyond the school to include other prominent community members and organizations in Walk to School. Invite your town mayor, congressperson, a local celebrity or the mascot of a sports team to attend and possibly speak at your event.
  - e. Seek Opportunities for Co-Promotion with media, local youth-oriented organizations and business.
4. Sustain an incentive program for ridesharing, walking and bicycling to school.
  - a. Incentives for commitment to rideshare, walk or ride bike
  - b. Performance rewards to students and families
  - c. Rewards for parent/guardian leadership of walking school buses, route monitors, rideshare coordinators, etc.
  - d. Participation rewards to school administrators and staff for administering program
  - e. Regular and visual celebrations of the program

## 12. Creating Solutions

### Goals

Our primary goal for active school transportation are:

1. improve the health and safety of students walking and bicycling to school, and the parents that participate as chaperones and in other walking/biking activities
2. increase the number of students walking and bicycling to school
3. decrease traffic congestion at school pick-up/drop-off routes

### Strategies

We have identified strategies involving the 5 E's (Engineering, Education, Enforcement, Encouragement, and Evaluation) of Safe Routes to School to address the barriers to walking and bicycling in our school community and to achieve our stated goals. The strategies we will use include:

#### 8a. Engineering Strategies (within 2 miles of schools), with specific improvements as noted in Section 6 for each school

- Construct, replace, or repair sidewalks
- Build off-road walking/bicycling paths with connections to schools, where feasible
- Install, enhance, or repair crosswalks
- Install curb extensions to reduce the crossing distance on streets
- Install new or improved street lighting
- Install new or improved signage and pavement marking or legends
- Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.)

#### 8b. Education Strategies

- Teach pedestrian and bicycle safety skills to students and parents
- Organize a Bicycle Rodeo or training course to teach on-bike skills
- Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents
- Educate parents and caregivers about safe driving procedures at the school
- Train school and community audiences about Safe Routes to School

#### 8c. Encouragement Strategies

- Sustain a Walking School Bus program, with at least one route per school where practical
- Host annual Walk to School Day (first Wednesday in October), annual Bike to School Day, or other events
- Initiate a walking/biking mileage club or other contest
- Promote Safe Routes to School in the community
- Create a Safe Passage or extended Neighborhood Watch program
- Conduct a community safe driving awareness and education program

#### 8d. Enforcement Strategies

- Continue the crossing guard training program, increasing the number of crossing guards where applicable
- Create a parent or student patrol program
- Utilize speed feedback trailers or signs to deter speeding in school zones

- Increase traffic law enforcement during school hours at strategic locations
- Install “NO TEXTING IN SCHOOL ZONE” signs at all schools where applicable

**8e. Evaluation Strategies**

- Surveying/counting the number of students who are signed up to regularly walk and bicycle to and from school
- Tracking the number and type of crashes and speeding violations within 2 miles of school
- Monitor parent/guardian feedback on perceptions of safety by conducting surveys of parents each school year, similar to that done for this Plan

**13. The Action Plan**

The Safe Routes to School team is committed to realizing our vision for a safe, enjoyable, and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track:

**Engineering Strategies**

Strategy	Goal	Responsible Party	Status	Funding Source
• Construct, replace, or repair sidewalks	10,000 LF/yr	City PW	Ongoing	Local, CDBG
• Build off-road walking/bicycling paths with connections to schools	5,000 LF/yr	City P&R	Ongoing	Local, Federal
• Install, enhance, or repair crosswalks	50 per year	City PW	Ongoing	Local, CDBG
• Install curb extensions to reduce the crossing distance on streets	10 per year	City PW	Future	Local, CDBG
• Install new or improved street lighting	As needed	City PW	Ongoing	Local, CDBG
• Install new or improved signage (school zone, speed limits, crosswalks, etc.)	As needed	City PW	Ongoing	Local, CDBG
• Install new or improved pavement marking or legends	As needed	City PW	Ongoing	Local, CDBG
• Make existing walkways accessible to disabled students	20 per year	City PW	Ongoing	Local, CDBG
• Install bicycle parking near schools	As needed	ISD	Ongoing	Local, CDBG
• Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.)	Perform special studies	City PW	Future	Local, CDBG
• Create traffic controls using traffic lights, flashing beacons or signs	As needed	City Traffic	Ongoing	Local, CDBG

### Education Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Teach pedestrian and bicycle safety skills to students and parents	1 class per school/yr	PISD, AISD	Ongoing	Local
• Organize a Bicycle Rodeo or training course to teach on-bike skills	1 class per school/yr	City PD, PISD, AISD, Parks/Rec	Ongoing	Local
• Teach personal safety skills to students and parents	1 class per school/yr	City PD, PISD, AISD, Parks/Rec	Ongoing	Local
• Teach health, environmental and sustainability benefits of walking and bicycling to students and parents	1 class per school/yr	Parks/Rec, PISD, AISD	Future	Local, Federal
• Educate parents and caregivers about safe driving procedures at the school	Brochure for each school	City PD, PISD, AISD	Ongoing	Local, Federal
• Create and distribute bicycle and pedestrian safety educational materials	Update every 3 yrs	Parks/Rec, PD, PISD, AISD	Ongoing	Local, Federal
• Train school and community audiences about Safe Routes to School	1 class per school/yr	Parks/Rec, PISD, AISD	Future	Local, Federal

### Encouragement Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Start a Walking School Bus program	1 route per school/yr	PISD/AISD	Future	Local, Private
• Host Walk to School Day (first Wednesday in October) or other special event	50% schools every year	PISD, AISD Parks/Rec	Future	Local, Private
• Initiate a walking/biking mileage club or other contest	50% schools every year	PISD/AISD	Future	Local, Private
• Promote Safe Routes to School in the community	Fall every yr	PISD/AISD	Future	Local, Private
• Initiate a reward program for safe travel behaviors among students	50% schools every year	PISD/AISD	Future	Local, Private
• Create a Safe Passage or Neighborhood Watch program	Add 1 ea. yr	PISD/AISD	Ongoing	Local, Private

• Conduct a community safe driving awareness and education campaign	2 Media events/yr	PISD/AISD	Future	Local, Federal
• Host Bike to School Day	50% schools every year	PISD/AISD	Future	Local, Federal

### Enforcement Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Continue the crossing guard training program	Annual Program	PISD, City PD, AISD	Ongoing	Local, Private
• IN SCHOOL ZONE” signs at all schools where applicable	75% schools	PISD,AISD, City PW	Ongoing	Local, Private
• Create a parent or student patrol program	As needed	PISD/AISD	Ongoing	Local
• Lower speed limits in school vicinity	As needed	City PD/Engineering	Ongoing	Local
• Utilize speed feedback trailers or signs to deter speeding in school zones	As needed	City PD/PW	Ongoing	Local
• Increase traffic law enforcement during school hours at strategic locations	All schools	City PD	Ongoing	Local
• Install or confirm “NO TEXTING	All schools	City PW	Ongoing	Local

### Evaluation Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Surveying/counting the number of students who are signed up to regularly walk and bicycle to and from school	100% of schools Reporting	PISD,AISD, City PD, City Adm,	Ongoing	Local
• Tracking the number and type of crashes and speeding violations within 2 miles of school	Monthly Reporting	PISD,AISD, City PD, City Adm,	Ongoing	Local
• Monitor parent/guardian feedback on perceptions of safety by conducting surveys of parents each school year, similar to that done for this Plan	Annual survey	PISD,AISD, City PD, City Adm,	Ongoing	Local

#### 10. Evaluation, Coordination, and Support Activities:

- Activities that address the monitoring, review, and update process
  - Perform annual survey of travel to school
  - Compile class tracking of walk/bike versus bus and pickup

- Update sidewalk inventory regularly
  - Each school annually to review and update its safe routes to school
- Plan for how initiatives(s) will be sustained
  - Each school to annually disseminate safe routes to school plan to parents of students
  - School district to annually incentivize walking and biking to school, at school and at student level
  - School district to solicit parent involvement in promoting and conducting walking and biking programs
  - School district to solicit local agency and business involvement in sponsoring walking and biking programs
- Methods and measures of success for strategies
  - Increase in students walking or bicycling to school (self-reporting to teachers)
  - Decrease in students being dropped off or picked up at school (measure at school curbside)
  - Increase in length of sidewalk facilities within 2 miles of school (city inventory)
- Reference to or inclusion of a non-motorized master plan or similar document
  - Safe routes to school plan to be incorporated into city-wide pedestrian master plan
  - Safe routes to school plan to be incorporated into system-wide pedestrian access to transit plan

**5. Plan Endorsement**

We believe that building a strong partnership between schools and the local government is fundamental to the success of a Safe Routes to School Plan. Our Safe Routes to School Plan has been endorsed by the following entities:

**Pearland ISD**

**Alvin ISD**

**City of Pearland – Mayor & Council**

# New Business Item No. 2

2. **CONSIDERATION AND POSSIBLE ACTION RESOLUTION NO.R2014-8-A** RESOLUTION AND ORDER OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, ORDERING THE HOLDING OF A GENERAL AND SPECIAL ELECTION TO BE HELD ON SATURDAY, MAY 10, 2014, FOR THE PURPOSE OF ELECTING THE MAYOR AND ONE MEMBER OF THE CITY COUNCIL TO POSITION NUMBER THREE (3) IN AND FOR THE CITY OF PEARLAND, TEXAS; AND FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED ELECTORS OF THE CITY OF PEARLAND, TEXAS, CERTAIN PROPOSED CHARTER AMENDMENTS; ESTABLISHING POLLING PLACES; NAMING CLERKS; AND ESTABLISHING PROCEDURES FOR SAID REGULAR CITY OFFICERS AND SPECIAL ELECTION. *Mr. Darrin Coker, City Attorney.*

**AGENDA REQUEST  
BUSINESS OF THE CITY COUNCIL  
CITY OF PEARLAND, TEXAS**

<b>AGENDA OF:</b> February 10, 2014	<b>ITEM NO.:</b> Resolution No. R2014-8
<b>DATE SUBMITTED:</b> February 3, 2014	<b>DEPARTMENT OF ORIGIN:</b>
<b>PREPARED BY:</b> Young Lorfing	<b>PRESENTOR:</b> Darrin Coker
<b>REVIEWED BY:</b> Jon R. Branson	<b>REVIEW DATE:</b> February 6, 2014
<b>SUBJECT:</b> Election Order Calling the May 10, 2014 General and Special Election	
<b>EXHIBITS:</b> Resolution No. R2014-8, (Exhibit "A" Election Day Precincts and Polling Places, Exhibit "B" Early Voting Polling Places and Exhibit "C" Proposed Charter Amendments) 1 – Voting Map Election Day.	
<b>EXPENDITURE REQUIRED:</b> \$11,600 est.	<b>AMOUNT BUDGETED:</b> \$13,000
<b>AMOUNT AVAILABLE:</b> \$13,000	<b>PROJECT NO.:</b> N/A
<b>ACCOUNT NO.:</b> 010-1050-555.15-00	
<b>ADDITIONAL APPROPRIATION REQUIRED:</b> N/A	
<b>ACCOUNT NO.:</b> N/A	
<b>PROJECT NO.:</b> N/A	
<b>To be completed by Department:</b>	
<input type="checkbox"/> Finance <input checked="" type="checkbox"/> Legal <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution	

**EXECUTIVE SUMMARY**

In order to comply with the Election Code of the State of Texas, City Council shall "Order" the upcoming General and Special Election by adopting a Resolution. The Election is scheduled for Saturday, May 10, 2014. The purpose of said election is to elect a Mayor, Councilmember Position No. 3 and Sixteen (16) proposed Charter Amendments.

Please note this year the Pearland East Branch Early Voting Location has moved from Alvin Community College, Pearland Center.

On Election Day this year we will be using in **Precinct No. 67 Pearland Westside Library, 2803 Business Center Drive #101** and in **Precinct No. 12 Brazoria Drainage District No. 4 Building, 4813 West Broadway**. By using these two locations it helps establish regular voting locations used in other elections.

**CITY OF PEARLAND  
GENERAL ELECTION CALENDAR  
MAY 10, 2014**

**January 29, 2014 – First day** for candidates to file application for place on the ballot.

**February 28, 2014 – Last day** for candidates to file application for place on the ballot **5:00 p.m.**

**March 5, 2014 – City Secretary conducts drawing for order of names on ballot** at City Hall on the First Floor at **6:00 p.m.**

**April 10, 2014 – Last day** to register to vote in the **May 10<sup>th</sup>** Election.

**April 28, 2014 – First day for Early Voting** by personal appearance.

**May 6, 2014 – Last day for Regular Early Voting** by personal appearance.

**May 10, 2014 – ELECTION DAY 7:00 a.m. – 7:00 p.m.**

**May 19, 2014 – OFFICIAL CANVASS BY CITY COUNCIL, 6:00 p.m.** Mayor issues **CERTIFICATES OF ELECTION** to persons elected and/or Runoff Election is called.

**ELECTION DAY PRECINCTS AND POLLING PLACES 7:00 A.M. – 7:00 P.M.**

City of Pearland Precinct No.	Location	County Precincts voting at this location
12	Drainage District No. 4 Building 4813 W. Broadway Pearland	Brazoria County Precincts 12 & 26
13	Turner College & Career High School 4717 Bailey Rd. Pearland	Brazoria County Precincts 13, 36 & 47
29	Westside Event Center 2150 Countryplace Pkwy. Pearland	Brazoria County Precinct 27, 29, 54, & Harris County Precincts 630
44	Silverlake Recreation Center 2715 Southwyck Pkwy. Pearland	Brazoria County Precincts 44, 58, 60, & 62
46	Pearland Community Center 3523 Liberty Dr. Pearland	Brazoria County Precincts 28, 46, & Harris County Precincts 654 & 537
52	Fellowship Bible Church 1720 E Broadway Pearland	Brazoria County Precincts 51, 52, & 61
67	Pearland Westside Library 2803 Business Center Dr., #101 Pearland	Brazoria County Precincts 50, 59, 67 & Harris County Precinct 131 & Ft. Bend County Precinct 1134

**EARLY VOTING BY PERSONAL APPEARANCE LOCATIONS:**

Pearland East Branch Location:	Pearland Library 3522 Liberty Dr., Pearland
Pearland West Branch Location:	Westside Event Center 2150 Countryplace Pkwy., Pearland
Shadow Creek Branch Location:	Pearland Westside Library 2803 Business Center Dr. #101, Pearland

**PERSONAL APPEARANCE TIMES AND DATES FOR ABOVE LOCATIONS:**

Monday, April 28-Friday, May 2 .....	8:00 a.m. – 5:00 p.m.
Saturday, May 3 .....	7:00 a.m. – 7:00 p.m.
Monday, May 5-Tuesday, May 6 .....	7:00 a.m. – 7:00 p.m.

**EARLY VOTING BY MAIL:**

Applications for voting by mail should be mailed to be received no earlier than March 10, 2014 and no later than the close of business (5:00 p.m.) on May 1, 2014.

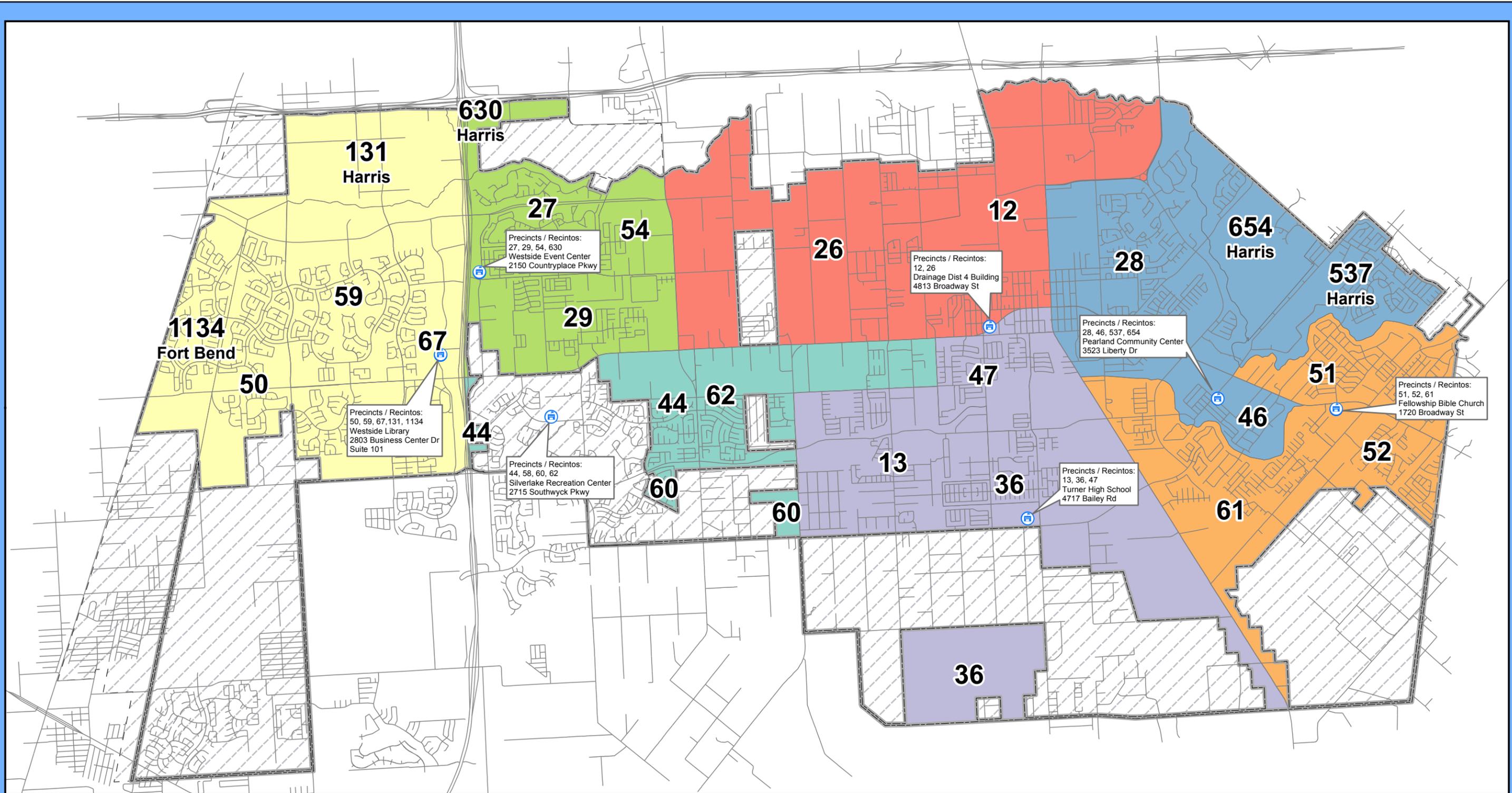
Applications should be mailed to:  
**JOYCE HUDMAN, COUNTY CLERK**  
**111 E. LOCUST, SUITE 200**  
**ANGLETON, TX 77515-4654**

**REASONS FOR BEING QUALIFIED TO VOTE BY MAIL ARE:**

- 65 years of age or older;
- Disability;
- Confinement in jail;
- Absence from the county on Election Day and during the Early Voting period

**RECOMMENDED ACTION**

Consider and adopt Resolution No. R2014-8.



# CITY OF PEARLAND

Voting Locations (Election Day)

May 2014 Elections

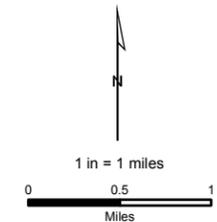
Localidades Para la Votación (Día de Elección)

Elecciones de Mayo 2014

### Locations / Localidades

-  Election Day Locations
-  City Limits
-  ETJ
-  Westside Library
-  Drainage District 4 Building
-  Westside Event Center
-  Silverlake Rec Center
-  Pearland Community Center
-  Fellowship Bible Church
-  Turner High School

Note: Precincts are in Brazoria Co. unless indicated.  
 Nota: Los recintos se encuentran en el condado de Brazoria a menos que se indique.



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

MAP PREPARED: JAN 2014  
 CITY OF PEARLAND GIS DEPARTMENT

**RESOLUTION NO. R2014-8**

**A RESOLUTION AND ORDER OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, ORDERING THE HOLDING OF A GENERAL AND SPECIAL ELECTION TO BE HELD ON SATURDAY, MAY 10, 2014, FOR THE PURPOSE OF ELECTING THE MAYOR AND ONE MEMBER OF THE CITY COUNCIL TO POSITION NUMBER THREE (3) IN AND FOR THE CITY OF PEARLAND, TEXAS; AND FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED ELECTORS OF THE CITY OF PEARLAND, TEXAS, CERTAIN PROPOSED CHARTER AMENDMENTS; ESTABLISHING POLLING PLACES; NAMING CLERKS; AND ESTABLISHING PROCEDURES FOR SAID REGULAR CITY OFFICERS AND SPECIAL ELECTION.**

**WHEREAS**, the City Council (the "City Council") of the City of Pearland, Texas (the "City") is authorized and has determined to call a General Election and Special Election to be held on Saturday, May 10, 2014 for the purpose of electing the Mayor and one member to Position Number Three (3) of the City Council and a Special Election shall be held for the purpose of submitting to the qualified electors of the City of Pearland, Texas, propositions, to-wit:

**Sixteen (16) proposed Charter Amendments attached hereto as Exhibit "A"**

**WHEREAS**, the City Council wishes to proceed with the ordering of such General Election and Special Election the City Council has determined that holding such elections is in the public interest;

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

**Section 1. Call of Election; Date; Eligible Electors and Hours.**

(a) It is hereby ordered that a General Election (the "General Election") and Special Election (the "Special Election") be held in and throughout the City of Pearland on Saturday, May 10, 2014, between the hours of 7:00 o'clock a.m. and 7:00 o'clock p.m. at which General Election all resident, qualified electors of the City shall be entitled to vote for the Mayor and Councilmember Position Number Three (3) of the City Council. The Special Election of the City of Pearland, Texas shall be held for the purpose of submitting to the qualified electors of the City of Pearland, Texas Propositions, to-wit:

**Sixteen (16) proposed Charter Amendments attached hereto as Exhibit "C"**

(b) The General Election and Special Election shall be held under the provisions of the Charter of the City, the Constitution and laws of the State of Texas and of this

## **Resolution No. R2014-8**

Resolution. All qualified voters residing in the City shall be allowed to vote at the Election; and each voter shall vote in the election precinct in which such voter resides.

### **Section 2. Election Precincts; Polling Places; Election Officers.**

(a) The election precincts for the Election shall include the county election precincts and such precincts, the polling places are hereby established and shall be as described in **Exhibit "A"** hereto.

(b) The election officials for each City precinct shall be designated by the County Clerk of Brazoria County, Texas (the "Elections Administrator"); and such officials shall conduct the City's Election in accordance with a Joint Election Agreement and Contract for Election Services (the "Election Contract") between Brazoria County, Texas and the City. The Elections Administrator is hereby authorized and instructed to provide and furnish all necessary election supplies for all City precincts. The official mailing address for Elections Administrator, Joyce Hudman, County Clerk, 111 East Locust, Suite 200, Angleton, Texas 77515-4654. The physical address of the Elections Administrator is Brazoria County East Annex (Old Wal-Mart Building), 1524 E. Mulberry, Room 144, Angleton, Texas 77515.

(c) In the event the Election Administrator shall find that one or more of the polling places listed on **Exhibit "A"** have become unavailable or unsuitable for use at the Elections or if any person or persons appointed herein do not appear or are unable to perform their duties, and is hereby authorized to designate substitute polling places and appoint substitute personnel, giving such notice as he deems appropriate.

**Section 3. Candidates in General Election.** Persons desiring to become candidates for Mayor or Councilmember Position Number Three (3) of the City Council in the General Election shall, not later than the February 28, 2014 at 5:00 p.m. file their written applications for candidacy for office with the City Secretary, Pearland City Hall, 3519 Liberty Drive, Pearland, Texas 77581, pursuant to the provisions of Chapter 143, Texas Election Code, as amended. Each candidate must specify in each instance the City Council Position for which the applicant is filing and no candidate may file for more than one City Council position to be filled at the General Election. Candidates must be a resident of the City, must be a qualified voter, and otherwise qualified to hold the position of a member of the City Council under Texas law.

**Section 4. Ballots.** The City Secretary and the Election Administrator are hereby authorized and directed to prepare the ballots for the General Election and Special Election in accordance with the provisions of the Texas Election Code. The ballots to be used in the General Election shall have printed thereon the names of the candidates for Mayor or Position Number Three (3) of the City Council and the ballots for the Special Election shall have printed the **Sixteen (16)** proposed Charter Amendments.

## **Resolution No. R2014-8**

**Section 5. Voting.** Voting in the Election, including early voting by personal appearance shall be by an electronic voting system adopted by the City and the Commissioners Court of Brazoria County, Texas for use in elections held by the City and Brazoria County. Each voter in the General Election and Special Election shall mark the ballot indicating such voter's choice of candidate for Mayor or Councilmember Position Number Three (3) and for each of the **Sixteen (16)** proposed Charter Amendments. Voting shall be conducted in accordance with the Texas Election Code.

**Section 6. Early Voting.** Early voting by personal appearance shall be conducted at the dates, times and polling places listed in **Exhibit "B"** to this Resolution.

The City Council hereby establishes Brazoria County Courthouse East Annex (Old Wal-Mart Building), 1524 E. Mulberry, Room 144, Angleton, Texas 77515 as the main early voting polling place at which early voting by personal appearance shall be conducted.

The Council hereby appoints the Elections Administrator as the early voting clerk. The Elections Administrator shall receive applications for a ballot to be voted by mail. The mailing address to which ballot applications and ballots voted by mail may be sent is as follows: Joyce Hudman, County Clerk, 111 East Locust, Suite 200, Angleton, Texas 77515-4654. Applications for ballots by mail may be received no earlier than March 10, 2014 and no later than 5:00 p.m. on May 1, 2014.

The Council hereby appoints the Counting Station Judge or Alternate as the presiding judge of the early voting ballot board to count and return early voting ballots in accordance with the Election Code. The presiding judge shall appoint election clerks as needed, and such judge and clerks shall constitute the early voting ballot board and shall perform the duties set forth for such board in the Texas Election Code.

**Section 7. Notice of Elections.** Notice of the Elections, in English and Spanish, stating in substance the contents of this Resolution, shall be: (i) published on the same day in each of two successive weeks, with the first publication occurring before the 14<sup>th</sup> day before the date of the election in a newspaper of general circulation within the City's territory not earlier than the thirtieth (30<sup>th</sup>) day before the Elections; (ii) posted on the bulletin board used by the Council to post notices of the Council's meetings no later than the twenty-first (21<sup>st</sup>) day before the date of the Elections, in three (3) public places within the City and at City Hall.

**Section 8. Declaring Results.** City Council shall canvass the returns and declare the results of the Elections.

At the General Election, the candidate for each office who has received a majority of all votes cast for each particular office shall be declared elected. The Mayor of the City shall order a runoff election in the event any candidate fails to receive a majority of all votes cast for each particular office. The date for the runoff election shall be ordered and held in a timely manner as prescribed by the General Election laws of

**Resolution No. R2014-8**

the State of Texas and the Charter of the City. The two candidates who receive the largest number of votes cast for each particular office requiring a runoff election shall again be voted for. The candidate receiving the largest number of votes in the runoff election shall be declared elected. The City Secretary shall give notice of such runoff election by causing said notice to be published in accordance with Texas Election Laws.

At the Special Election, the Propositions that receive a majority of all votes cast approving each particular Proposition shall be declared as approved and effective immediately causing the City Charter to be amended.

**Section 9. Notice of Meeting.** It is further found and determined that a sufficient written notice of the date, hour, place and subject of this meeting of the City Council was posted at a place convenient to the public at the City Hall of the City for the time required by law preceding this meeting, as required by the Open Meetings Law, Chapter 551, Texas Government Code; and that this meeting has been open to the public as required by law at all times during which this Resolution and the subject matter thereof has been discussed, considered and formally acted upon. The City Council further ratifies, approves and confirms such written notice and the contents and posting thereof.

**Section 10. Authority of the Mayor.** The Mayor shall have the authority to take, or cause to be taken, all actions reasonable and necessary to insure that the Elections are fairly held and returns properly counted and tabulated for the canvass of the Elections returns by the City Council in accordance with state law.

**Section 11. Effective Date.** This Resolution is effective immediately upon its Passage and approval.

PASSED, APPROVED, ADOPTED and ORDERED this the \_\_\_\_ day of \_\_\_\_\_, A. D., 2014.

\_\_\_\_\_  
TOM REID  
MAYOR

ATTEST:

\_\_\_\_\_  
YOUNG LORFING, TRMC  
CITY SECRETARY

APPROVED AS TO FORM:

\_\_\_\_\_  
DARRIN M. COKER

**Resolution No. R2014-8**

CITY ATTORNEY

**EXHIBIT "A"**

<b>City of Pearland Precinct No.</b>	<b>Location</b>	<b>County Precincts voting at this location</b>
12	Drainage District No. 4 Building 4813 W. Broadway Pearland	Brazoria County Precincts 12 & 26
13	Turner College & Career High School 4717 Bailey Rd. Pearland	Brazoria County Precincts 13, 36 & 47
29	Westside Event Center 2150 Countryplace Pkwy. Pearland	Brazoria County Precinct 27, 29, 54, & Harris County Precincts 630
44	Silverlake Recreation Center 2715 Southwyck Pkwy. Pearland	Brazoria County Precincts 44, 58, 60, & 62
46	Pearland Community Center 3523 Liberty Dr. Pearland	Brazoria County Precincts 28, 46, & Harris County Precincts 654 & 537
52	Fellowship Bible Church 1720 E Broadway Pearland	Brazoria County Precincts 51, 52, & 61
67	Pearland Westside Library 2803 Business Center Dr., #101 Pearland	Brazoria County Precincts 50, 59, 67 & Harris County Precinct 131 & Ft. Bend County Precinct 1134

**Resolution No. R2014-8**

**EXHIBIT "B"  
EARLY VOTING POLLING PLACES**

**City of Pearland, Texas  
May 10, 2014 General and Special Election**

**EARLY VOTING BY PERSONAL APPEARANCE LOCATIONS:**

Pearland East Branch Location:	Pearland Library 3522 Liberty Dr., Pearland
Pearland West Branch Location:	Westside Event Center 2150 Countryplace Pkwy., Pearland
Shadow Creek Branch Location:	Pearland Westside Library 2803 Business Center Dr. #101, Pearland

**PERSONAL APPEARANCE TIMES AND DATES FOR ABOVE LOCATIONS:**

Monday, April 28 - Friday, May 2 .....8:00 a.m. – 5:00 p.m.  
Saturday, May 3 .....7:00 a.m. – 7:00 p.m.  
Monday, May 5 -Tuesday, May 6 .....7:00 a.m. – 7:00 p.m.

**EARLY VOTING BY MAIL:**

Applications for voting by mail should be mailed to be received no earlier than March 10, 2014 and no later than the close of business (5:00 p.m.) on May 1, 2014.

Applications should be mailed to:  
**JOYCE HUDMAN, COUNTY CLERK  
111 E. LOCUST, SUITE 200  
ANGLETON, TX 77515-4654**

**REASONS FOR BEING QUALIFIED TO VOTE BY MAIL ARE:**

- 65 years of age or older;
- Confinement in jail;
- Disability;
- Absence from the county on Election Day and absence during the Early Voting period.

## EXHIBIT "C"

### Sixteen (16) Proposed Charter Amendments

#### PROPOSED AMENDMENT NO. 1

#### THE AMENDMENT OF the Pearland Charter, Sections 3.01 and 5.05, regarding the number of City Council members

This amendment phases in an increase to the size of City Council from five (5) councilmembers to seven (7) council members over a period of 4 years.

#### Section 3.01. Number, selection and term.

The legislative and governing body of the city shall consist of mayor and seven (7) ~~five (5)~~ council members and shall be known as the "city council of the City of Pearland, Brazoria, Harris and Fort Bend Counties, Texas.

(a) The mayor shall be elected from the city at large. The councilmembers shall be elected from the city at large by positions and shall be known as positions 1, 2, 3, 4, ~~and 5,~~ 6 and 7.

(b) The mayor shall be the presiding officer of the city council and shall be recognized as the head of the city government for all ceremonial purposes and by the governor for purposes of military law. The mayor shall be allowed to vote only in case of a tie vote. The mayor shall not be included in any calculation of the number of votes needed for the city council to take any action authorized by this charter, except when the mayor is allowed to vote in the case of a tie vote.

(c) In the first election year after adoption of the charter, two (2) councilmembers shall be elected for positions 1 and 5. In the second election year after adoption of this charter, the mayor and one (1) councilmember for position 3 shall be elected. In the third election year after adoption of this charter two (2) councilmembers shall be elected for positions 2 and 4. In the third election year after the 2014 amendments to this charter have been adopted, Position 6 shall be created and elected. In the fourth election year after the adoption of the 2014 amendments to this charter have been adopted, Position 7 shall be created and elected.

(d) The mayor and each councilmember shall hold office for a period of three (3) years and until his/her successor is elected and qualified. All elections shall be held in the manner provided for by this charter and the election laws of the State of Texas.

(e) Councilmembers shall be limited to two (2) full consecutive elected terms of office, and there shall be no limitation on the office of mayor.

#### Section 5.05. - Ballots.

The positions of the several members of the council shall be designated on the official ballot as member of the council, position number 1, 2, 3, 4, ~~or 5, 6 or 7.~~ Each candidate shall indicate the position which he/she desires to fill. Incumbent councilmembers seeking reelection must file for the position for which they were originally elected. Candidates for all positions may reside in any

portion of the city. The names of all candidates for office, except such as may have withdrawn, died or became ineligible, shall be printed on the official ballots without party designations in the order determined in a drawing of lots conducted by the city secretary. All official ballots shall be printed at least twenty (20) days prior to the date of any general election, and early voting shall be governed by the general election laws of the State of Texas.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

## **PROPOSED AMENDMENT NO. 2**

**THE AMENDMENT OF the Pearland Charter, Section 3.06 regarding the procedure to fill a vacancy on the council.**

**This amendment allows for the council to fill a vacancy of a council member of one year or less by appointment.**

### **Section 3.06. Vacancies.**

Vacancies in the council of more than one year, including the office of mayor, shall be filled at a special election which shall be called by the remaining members of the council.

A vacancy in the council of one year or less for the office of mayor shall be filled at a special election which shall be called by the remaining members of council.

Vacancies in the council of one year or less, except for the office of mayor, shall be filled within thirty (30) days of the vacancy by a supermajority vote of the remaining members of the council by a selection of a person qualified for the position as described in this Charter other than a councilmember who has been removed from office by a recall election creating the vacancy being filled. In the event the remaining members of the council do not make an appointment to fill the vacancy by a supermajority vote within thirty (30) days after the vacancy was created, the vacancy shall be filled by a majority vote of the qualified voters at a special election called for such purposes within one hundred and fifty (150) days after such vacancy occurs.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

## **PROPOSED AMENDMENT NO. 3**

**THE AMENDMENT OF the Pearland Charter, Sections 6.13 and 6.20, regarding changes to ordinances proposed by initiatives and ordinances passed by popular vote.**

**This amendment allows City Council to make changes to ordinances proposed by initiatives and ordinances passed by petition or popular vote so that such ordinances comply with federal and state laws.**

### **Section 6.13. - Initiative.**

Qualified voters of the City of Pearland may initiate legislation by submitting a petition addressed to the city council which requests the submission of a proposed ordinance or resolution to a vote of

the qualified voters of the city. Said petition must be signed by qualified voters of the city in number of at least thirty (30) per cent of the number cast at the regular last municipal election of the city, or one hundred fifty (150) qualified voters, whichever is greater, and each copy of the petition shall have attached to it a copy of the proposed legislation. The petition shall be signed as provided in section 6.03 of this charter. The petition may consist of one (1) or more notarized copies as permitted in section 6.05 of this charter. Such petition shall be filed with the person performing the duties of city secretary. Within five (5) days after the filing of such petition, the person performing the duties of city secretary shall certify such petition or return same to petitioners. After certification, the person performing the duties of the city secretary shall present said petition and proposed ordinance or resolution to the city council at the next regular meeting. Upon presentation to the city council of the petition and draft of the proposed ordinance or resolution, it shall become the duty of the city council within ten (10) days after receipt thereof, to pass and adopt such ordinance or resolution without alteration as to meaning or effect in the opinion of the persons filing the petition, except changes made to comply with federal or state laws, or to call a special election, to be held within thirty (30) days thereafter, at which the qualified voters of the City of Pearland shall vote on the question of adopting or rejecting the proposed legislation with any City Council proposed changes made to comply with federal or state laws. However, if any other municipal election is to be held within sixty (60) days after the filing of the petition, the question may be voted on at such election. No ordinance shall be proposed by an initiative petition which is on the same subject as an ordinance so submitted and defeated at an election held within the proceeding twelve (12) months.

**Section 6.20. - Ordinances passed by popular vote, repeal or amendment.**

No ordinances or resolutions which may have been passed by the city council upon a petition or adopted by popular vote under the provisions of this article shall be repealed or amended except by the city council in response to a referendum petition or by submission as provided in section 6.15 of this charter or to comply with federal or state law.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

**PROPOSED AMENDMENT NO. 4**

**THE AMENDMENT OF the Pearland Charter, Section 3.08, regarding meetings of City Council.**

**This amendment removes language in the charter allowing City Council to consider a subject by unanimous consent of the City Council although that item was not posted on an agenda in conformance to the Texas Open Meetings Act.**

**Section 3.08. - Meeting of the city council.**

The city council shall hold at least two (2) regular meetings in each month at a time to be fixed by said city council by ordinance or resolution fixing the dates of such regular meetings. As many additional special meetings may be held during the month as may be necessary for the transaction of all business of the city and its citizens. All meetings shall be public, except where authorized by law, and shall be held at the city hall, provided, however, the city council may designate another place for such meetings after publishing the due notice thereof in one (1) issue of the official

newspaper of said city. The city secretary, upon written request of the mayor or any two councilmembers, shall call special meetings of the city council, notice of such special meetings shall be given to each member of the city council at least seventy-two (72) hours before the start of the meeting, which said notice shall state the date for such meeting and the subject to be considered at such meeting, ~~and no other subject shall be there considered except with unanimous consent of the city council.~~ Said notice to the city council shall be sufficient if delivered to the councilmembers in person, or in the event of the inability to locate said councilmember within the City of Pearland, Texas, delivery of such notice to his or her home shall be sufficient.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

### **PROPOSED AMENDMENT NO. 5**

**THE AMENDMENT OF the Pearland Charter, Section 3.13, regarding Audits and examination of city books and accounts.**

This amendment simplifies the language in the charter regarding who City Council selects to conduct the annual audit of the City's finances.

#### **Section 3.13. - Audit and examination of city books and accounts.**

The city council shall cause an annual audit to be made of the books and accounts of each and every department of the city. At the close of each fiscal year, a complete audit shall be made by an independent certified public accountant, who shall be selected by the city council, and such audit shall include a recapitulation of all audits made during the course of the fiscal year, and all audit reports shall be filed with the city council, shall be available for public inspection, shall be made a part of the archives of the city, ~~and the resume shall be published in the official city newspaper of the City of Pearland. Such accountant, so selected, shall not maintain or keep any of the city's accounts or records nor be an employee or official of the City of Pearland.~~

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

### **PROPOSED AMENDMENT NO. 6**

**THE AMENDMENT OF the Pearland Charter, Sections 4.04 and 4.08, regarding the removal of the Departments of taxation and the Department of health and sanitation.**

This amendment removes language in the charter that refers to departments in the City that are defunct or whose duties have been assumed by another department or agency.

#### ~~Section 4.04. - Department of taxation.~~

~~There shall be a requirement to establish and maintain an effective tax rate and to ensure that taxes are collected. The city manager, with the approval of the city council, shall determine the method for appropriately collecting taxes.~~

#### ~~Section 4.08. - Department of health and sanitation.~~

~~There shall be established and maintained a department of health and sanitation to administer health and sanitation standards in the City of Pearland.~~

~~(a) *Appointment and qualifications:* The city manager, with the approval of the city council, shall appoint a city health authority who shall be a licensed physician qualified to practice medicine in the State of Texas. The city health authority shall be the director of the department of health and sanitation.~~

~~(b) *Administration:* The city health authority shall be responsible to the city manager for the general administration of the department of health and sanitation and the supervision of the employees thereof.~~

~~(c) *Duties of the health authority:* The city health authority shall advise the city manager on a program of public health; shall cooperate in the preparation of sanitary code; shall cooperate with nearby cities on problems of health and sanitation; shall cooperate with the commissioner's court of Brazoria, Harris and Fort Bend Counties, Texas and its (their) agencies, and with the state health department and other departments of the state government in matters pertaining to health and sanitation.~~

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

#### **PROPOSED AMENDMENT NO. 7**

**THE AMENDMENT OF the Pearland Charter, Section 4.05, regarding the approval of the city manager and city council of the selection of assistants in the Department of finance.**

This amendment removes language in the charter that requires the city manager and city council to approve assistants employed in the Department of finance.

#### **Section 4.05. - Department of finance.**

There shall be established and maintained a department of finance to administer the financial affairs of the city. The city manager with the approval of the city council shall appoint a competent person as the director of finance ~~and such assistants as the city manager and city council shall deem advisable~~. The director of finance shall be the official city treasurer and shall perform the duties delegated to him/her by the city manager and those which may be imposed upon him/her by the laws of the State of Texas.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

#### **PROPOSED AMENDMENT NO. 8**

**THE AMENDMENT OF the Pearland Charter, Section 4.09, regarding the creation of a fire department.**

This amendment recognizes the creation of a fire department and the use of that department instead of contracting fire services to a volunteer fire department.

Section 4.09. ~~Volunteer fire~~ Fire department.

There shall be established and maintained a fire department to provide fire suppression, rescue, fire prevention and public fire education services to the City. The city manager with the approval of the city council shall appoint a competent person as the fire chief. The fire chief shall perform the duties delegated to him/her by the city manager and those which may be imposed upon him/her by the laws of the State of Texas.

~~The city council may establish and maintain a volunteer fire department and may procure fire engine and other apparatus for the extinguishment of fires, for salvage and rescue operations and provide engine houses and funds for maintenance and operations and shall authorize the forming of fire fighting companies as required. The companies so organized, the chief and such assistants as may be provided for, shall constitute the fire department. The department may elect its own members and officers. The officers shall be chosen as said department may determine. All officers so elected shall be commissioned by the mayor. Said department may adopt their [its] own constitution and by laws not inconsistent with this charter or the city ordinances. Said department shall take the care and management of the engines and other implements and apparatus provided and used for fighting fires and for salvage and rescue operations.~~

~~The city council shall enter into an agreement with members of the volunteer fire department for the protection of the city from fire on such conditions as to financial assistance and the observance of such regulations as the city council shall prescribe.~~

## **PROPOSED AMENDMENT NO. 9**

**THE AMENDMENT OF the Pearland Charter, Section 4.10, regarding the removal of duties assigned to the Department of public works that are performed by another department or entity.**

This amendment removes the duty of collecting garbage by the Department of public works as this service is now provided by a third party vendor and it removes duty of performing building inspections by the Department of public works as this duty is now performed by another department.

### **Section 4.10. - Department of public works.**

There shall be established and maintained a department of public works in the City of Pearland. The city manager, with the approval of the city council, shall appoint a director of public works who shall be the administrator of this department. The department of public works shall perform such duties as maintenance of water and sewage facilities, maintenance of streets, ~~collection of garbage, inspections pursuant to the building code~~, and such other and further duties for the public at large as may be assigned by the city manager.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

## PROPOSED AMENDMENT NO. 10

### THE AMENDMENT OF the Pearland Charter, Section 4.12, regarding the Department of parks, recreation and beautification.

This amendment recognizes the establishment of a department of parks and recreation and clarifies that the director of this department is the liaison with the park, recreation and beautification board.

#### Section 4.12. - Department of parks, recreation and beautification.

There shall be established and maintained a department of parks and recreation. The city manager, with the approval of the city council, shall appoint a director of parks and recreation who shall be the administrator of this department. The city council shall appoint an advisory park, recreation and beautification board. The advisory park, recreation and beautification board shall study the recreation, park facilities and beautification programs of the city and shall confer with the director of parks and recreation ~~city manager~~ and advise him/her with respect to the development and use of the city's parks, the recreation programs and city beautification. The advisory park, recreation and beautification board shall recommend to the city council rules for the use of parks, public grounds and recreation facilities consistent with the ordinances of the city and the statutes of the State of Texas and appropriate programs for the beautification of the city.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

## PROPOSED AMENDMENT NO. 11

### THE AMENDMENT OF the Pearland Charter, Sections 8.06, 8.08, 8.10, 8.11, and 8.14 regarding the budget.

This amendment allows for changes in the notice, amendment, scheduling, publication, and appropriation processes of the budget.

#### Section 8.06. - Notice of public hearing on budget.

~~At the meeting of the city council at which the budget is submitted,~~ In accordance with state law, the city council shall cause to be published in the official newspaper of the City of Pearland, a notice of the hearing setting forth the date, time and place thereof at least five (5) days before the date of such meeting ~~the public hearing on the submitted budget.~~

#### ~~Section 8.08. - Proceedings on budget after public hearings.~~

~~If the council should insert new items in the budget after the conclusion at the public meeting mentioned in section 8.07, then the same procedures of notification in the official newspaper and another public hearing shall be required before adoption of the budget.~~

#### Section 8.08 – Amendment Before Adoption

After the hearing, the City Council may adopt the budget with or without amendment. In amending the budget, it may add or increase programs or amounts, provided that no amendment to the budget shall increase the authorized expenditures to an amount greater than the total of estimated income plus funds available from prior years.

**Section 8.10. - Date of final adoption.**

The budget shall be ~~finally~~ adopted no later than the last regularly scheduled council meeting of September to allow compliance with the state tax laws, and should the city council fail to so adopt a budget, the then existing budget, together with its tax levying ordinance and its appropriation ordinance, shall be deemed adopted for the ensuing fiscal year.

**Section 8.11. - Effective date of budget; certification ~~;~~ copies made public availability.**

Upon final adoption, the budget shall be in effect for the fiscal year. A copy of the budget, as finally adopted, shall be filed with the person performing the duties of city secretary and; the county clerk of Brazoria County, ~~and the state comptroller of public accounts at Austin.~~ The final budget shall be published on the City's website mimeographed or otherwise reproduced, and copies shall be made available for the use of all offices, departments, and agencies and for the use of interested persons and civic organizations. ~~A reasonable cost based on state recommendation will be charged for copies of city budgets to all interested parties.~~

**Section 8.14. - Contingent appropriation.**

Provision shall be made in the annual budget and in the appropriation ordinance for a contingent appropriation in an amount not to exceed more than one (1)~~seven (7)~~ per centum of the general fund expenditures total budget to be used in case of unforeseen items of expenditures. Such contingent appropriation shall be under the control of the city manager and distributed by him/her after approval by the city council. ~~Expenditures from this appropriation shall be made only in case of established emergencies, and a detailed account of such expenditures shall be recorded and reported at the next regular meeting and biannually in the official newspaper of the City of Pearland. All money remaining in the contingency fund shall be utilized so as to draw the maximum income for the city yet remain liquid to be used if needed. Any amount remaining at the end of the year shall be directly forwarded into next year's contingency fund to be applied toward that year's total seven (7) per cent contingency fund.~~

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

**PROPOSED AMENDMENT NO. 12**

**THE AMENDMENT OF the Pearland Charter, Section 8.18 regarding disbursement of funds.**

**This amendment removes the authority of members of city council to countersign checks, vouchers and warrants for the withdrawal of money from the city depository.**

**Section 8.18. - Disbursement of funds.**

All checks, vouchers or warrants for the withdrawal of money from the city depository shall be signed by the city manager or the mayor, and countersigned by the city secretary, or the city treasurer, ~~or one member of the city council.~~

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

**PROPOSED AMENDMENT NO. 13**

**THE AMENDMENT OF the Pearland Charter, Section 8.22 regarding tax liens.**

This amendment extends the commencement date for seizure and foreclosure proceedings.

**Section 8.22. - Tax liens.**

(a) Except for such restrictions imposed by law, the tax levied by the city is hereby declared to be a lien, charge, or encumbrance upon the property upon which the tax is due, which lien, charge or encumbrance the city is entitled to enforce and foreclose in any court having jurisdiction over the same, and the lien, charge or encumbrance on the property in favor of the city, for the amount of taxes due on such property is such as to give the state courts jurisdiction to enforce and foreclose said lien on the property on which the tax is due, not only as against any resident of this state or person whose residence is unknown, but also as against nonresidents. All taxes upon real estate shall especially be a lien and a charge upon the property which the taxes are due, which lien may be foreclosed in any court having jurisdiction. The city's tax lien shall exist from January first in each year until the taxes are paid, and limitations as to seizures and suits for collection of taxes shall be as prescribed by state law.

(b) Except for such exemptions and restrictions imposed by law, all persons, associations, corporations, firms and partnerships owning or holding personal property or real property in the City of Pearland on January first of each year shall be liable for city taxes levied thereon for each year. The tangible personal property of all persons, associations, corporations, firms or partnerships owning any taxes to the City of Pearland is hereby made liable for all said taxes, whether the same be due upon personal or real property or upon both.

(c) All seizure and foreclosure proceedings shall be commenced no later than three (3) ~~two (2)~~ years after taxes first become delinquent.

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

**PROPOSED AMENDMENT NO. 14**

**THE AMENDMENT OF the Pearland Charter, Sections 10.09, 10.11, and 10.16 regarding the transition from a general law city to a home rule municipality.**

This amendment removes references to language in the charter that only pertains to the initial transition from a general law city to a home rule municipality.

Section 10.09. Continuation of budget.

~~The budget adopted for the city for the fiscal year October 1, 1970, to September 30, 1971, shall be and become the budget for the same fiscal year under the charter.~~

~~**Section 10.11. Interim municipal government.**~~

~~Upon adoption of this charter, the persons then filling elective offices will continue to fill those offices to which they were elected. Thereafter, the city council shall be elected as provided in section 1 [3.01], article III [3], of this charter. To wit: In 1971 elect councilmembers for position 1 and position 5 for a three year term. The term of councilmember for position 3 shall be extended one (1) year to the 1972 election. In 1972 elect the mayor and councilmember for position 3 for a three year term. The terms of councilmembers for position 2 and position 4 shall be extended to the 1973 election. In 1973 elect councilmembers for position 2 and position 4 for a three year term, etc. Persons who, on the date this charter is adopted, are filling appointive positions with the City of Pearland which are retained under this charter, may continue to fill these provisions [positions] for the term for which they were appointed, unless removed by the city council or by other means provided for in this charter. Persons who, on the effective date of this charter, are filling elective offices, that by this charter are made appointive offices, shall continue to serve in those offices for the terms to which they were elected.~~

~~**Section 10.16. Submission of charter to voters.**~~

~~The charter commission, in preparing this charter, finds and decides that it is impracticable to segregate each subject so as to permit a vote of "yes" or "no" on the same, for the reason that the charter is so constructed that in order to enable it to work and function, it is necessary that it should be adopted in its entirety. For these reasons, the charter commission directs that said charter be voted upon as a whole and that it shall be submitted to the qualified voters of the City of Pearland at an election to be held for that purpose on the 6th day of February, 1971. Not less than thirty (30) days prior to such election, the city council shall cause the city secretary to mail a copy of this charter to each qualified voter of the City of Pearland as it appears from the latest city tax collector's roll. Within five (5) days after such election, the city council shall canvass the votes and, if the charter is adopted by a majority of the qualified voters in said election, the city council shall enter upon the records of the city an official order declaring the charter adopted and this charter shall take effect immediately, and the city secretary shall file an official copy of the charter with the records of the city. The city secretary shall furnish the mayor a copy of said charter, which copy of the charter so adopted, authenticated and certified by his/her signature and the seal of the city, shall be forwarded by the mayor to the secretary of state of the State of Texas and shall show the approval of such charter by majority vote of the qualified voters at such election.~~

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

**PROPOSED AMENDMENT NO. 15**

**THE AMENDMENT OF the Pearland Charter, Section 10.15 regarding the frequency of the appointment of a Charter Review Commission.**

**This amendment increases the duration of the time period between required appointments of the Charter Review Commission from four years to six years.**

**Section 10.15. Charter review commission.**

The city council shall appoint at its first regular meeting in January of every ~~sixth~~<sup>fourth</sup> year, beginning with 20~~1905~~, or more frequently if the city council deems necessary, a charter review commission of five (5) citizens of the City of Pearland:

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

**PROPOSED AMENDMENT NO. 16**

**THE AMENDMENT OF the Pearland Charter, Section 10.17 regarding the meaning of the word "city."**

This amendment deletes the meaning of the word "city" as the "City of Pearland" as this definition is already defined in Section 1.02 of the Charter.

~~Section 10.17.— Meaning of word "city."~~

~~When used in this charter, unless otherwise apparent from the context, the word "city" means "City of Pearland."~~

**(Underlined portions ADDED; stricken portions DELETED; shaded portions will appear on the BALLOT)**

<b>Position</b>	<b>3<sup>rd</sup> Election After Amendments</b>	<b>4<sup>th</sup> Election After Amendments</b>
<b>Mayor</b>	<b>2017</b>	<b>2020</b>
<b>1</b>	<b>2016</b>	<b>2019</b>
<b>2</b>	<b>2018</b>	<b>2021</b>
<b>3</b>	<b>2017</b>	<b>2020</b>
<b>4</b>	<b>2018</b>	<b>2021</b>
<b>5</b>	<b>2016</b>	<b>2019</b>
<b>6</b>	<b>2017 (Initial)</b>	<b>2020</b>
<b>7</b>	<b>2018 (Initial)</b>	<b>2021</b>

# New Business Item No. 3

3. **CONSIDERATION AND POSSIBLE ACTION – RESOLUTION NO. R2014-9** – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ENTER INTO AN ELECTION SERVICES AGREEMENT WITH BRAZORIA COUNTY. *Mr. Jon Branson, Interim City Manager.*

**AGENDA REQUEST  
BUSINESS OF THE CITY COUNCIL  
CITY OF PEARLAND, TEXAS**

<b>AGENDA OF:</b>	February 10, 2014	<b>ITEM NO.:</b>	Resolution No. R2014-9
<b>DATE SUBMITTED:</b>	February 3, 2014	<b>DEPT. OF ORIGIN:</b>	City Secretary's Office
<b>PREPARED BY:</b>	Young Lorfing	<b>PRESENTOR:</b>	Jon Branson
<b>REVIEWED BY:</b>	Jon R. Branson	<b>REVIEW DATE:</b>	February 6, 2014
<b>SUBJECT:</b> Contract for election services with Brazoria County for the May 10, 2014 General and Special Election.			
<b>EXHIBITS:</b> Resolution R2014-9, Exhibit "A" Contract			
<b>FUNDING:</b>			
	<input type="checkbox"/> Grant	<input type="checkbox"/> Developer/Other	<input checked="" type="checkbox"/> Cash
<input type="checkbox"/> Bonds To Be Sold	<input type="checkbox"/> Bonds- Sold	<input type="checkbox"/> L/P – Sold	<input type="checkbox"/> L/P – To Be Sold
<b>EXPENDITURE REQUIRED:</b> \$11,600. (est.)		<b>AMOUNT BUDGETED:</b> \$13,000.	
<b>AMOUNT AVAILABLE:</b> \$13,000.		<b>PROJECT NO.:</b>	
<b>ACCOUNT NO.:</b> 010-1050-555.15-00			
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>			
<b>ACCOUNT NO.:</b>			
<b>PROJECT NO.:</b>			
<b>To be completed by Department:</b>			
Finance	X Legal	Ordinance	X Resolution

**EXECUTIVE SUMMARY**

**BACKGROUND**

This contract is for election services for a General and Special Election – for Mayor and City Council Position No. 3. This contract is the same used in previous elections and approved by the Legal Department. The contract requires a \$5,800.00 deposit, which is about 50% of last year's total.

According to the Election Code Sec. 31-096, local entities have nontransferable functions. An election services contract may not change:

- (1) the authority with whom applications of candidates for a place on the ballot are filed;
- (2) the authority with whom documents are filed under Title 15; or

- (3) the authority to serve as custodian of voted ballots or other election records, except that a contract with a political subdivision other than a city may provide that the county election officer will be the custodian of voted ballots.

The Brazoria County Contract provides in Section XI the County Clerk is appointed general custodian of voted ballots and all records of the Election.

The other duties as required by the Election Code will be conducted by the City Secretary's Office.

The amount of the proposed cost of this election is an estimate. It may increase or decrease depending on the number of entities participating. The estimate is based on the entities holding a General Election.

### **SCOPE OF CONTRACT**

Conduct Election Services for the May 10, 2014 General and Special Election.

### **BID AND AWARD**

N/A

### **SCHEDULE**

Early Voting: April 28 – May 6, 2014

Election Day: May 10, 2014

### **POLICY/GOAL CONSIDERATION**

Conduct the election within the scope of the law.

### **CURRENT AND FUTURE FUNDING /FINANCIAL IMPACTS**

There is a possibility of having a Runoff Election in June 2014.

The \$13,000 is the total budgeted amount. The \$11,600. shown above in "EXPENDITURE REQUIRED" is an estimate. The final amount depends on the number of cities participating and having an election.

### **RECOMMENDED ACTION**

Consider the Resolution and approve the contract to authorize Brazoria County to conduct the May 10, 2014 General and Special Election.

**RESOLUTION NO. R2014-9**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ENTER INTO AN ELECTION SERVICES AGREEMENT WITH BRAZORIA COUNTY.**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS:**

**Section 1.** That certain election services agreement by and between the City of Pearland and Brazoria County, a copy of which is attached hereto as Exhibit "A" and made a part hereof for all purposes, is hereby authorized and approved.

**Section 2.** That the City Manager or his designee is hereby authorized to execute and the City Secretary to attest an election services agreement with Brazoria County.

PASSED, APPROVED and ADOPTED this the \_\_\_\_\_ day of \_\_\_\_\_,  
A.D., 2014.

\_\_\_\_\_  
TOM REID  
MAYOR

ATTEST:

\_\_\_\_\_  
YOUNG LORFING, TRMC  
CITY SECRETARY

APPROVED AS TO FORM:

\_\_\_\_\_  
DARRIN M. COKER  
CITY ATTORNEY

THE STATE OF TEXAS  
COUNTY OF BRAZORIA

## JOINT ELECTION AGREEMENT AND CONTRACT FOR ELECTION SERVICES

THIS CONTRACT by and between **CITY OF PEARLAND.**, acting by and through the governing body of hereinafter referred to as "Political Subdivision", and Joyce Hudman, County Clerk of Brazoria County, Texas, hereinafter referred to as "County Clerk", and by authority of section 31.092(a), Texas Election Code, for the conduct and supervision of the Political Subdivisions election to be held on May 10, 2014.

### RECITALS

Political Subdivision is holding a Municipal Election (at the expense of Political Subdivision) on May 10, 2014.

The County owns an electronic voting system, the Hart InterCivic eSlate Voting System (Version 6.1), which has been duly approved by the Secretary of State pursuant to Texas Election Code Chapter 122 as amended, and is compliant with the accessibility requirements set forth by Texas Election Code Section 61.012. Political Subdivision desires to use the County's electronic voting system and to compensate the County for such use and to share in certain other expenses connected with joint elections in accordance with the applicable provisions of Chapters 31 and 271 of the Texas Election Code, as amended.

NOW THEREFORE, in consideration of the mutual covenants, agreements, and benefits to the parties, IT IS AGREED as follows:

### I. ADMINISTRATION

The parties agree to hold a "Joint Election" in accordance with Chapter 271 of the Texas Election Code and this agreement. The County Clerk of Brazoria County shall coordinate, supervise, and handle all aspects of administering the Joint Election as provided in this agreement. Political Subdivision agrees to pay Brazoria County for equipment, supplies, services, and administrative costs as provided in this agreement. The County Clerk shall serve as the administrator for the Joint Election; however, the Political Subdivision shall remain responsible for the decisions and actions of its officers necessary for the lawful conduct of its election. The County Clerk shall provide advisory services in connection with decisions to be made and actions to be taken by the officers of the Political Subdivision.

It is understood that other political subdivisions may wish to participate in the use of the County's electronic voting system and polling places, and it is agreed that Brazoria County and the County Clerk may enter into other joint election agreements and contracts for election services for those purposes on terms and conditions generally similar to those set forth in this contract. Political Subdivision agrees that Brazoria County may enter into joint election agreements with other political subdivisions that may have territory located partially or wholly within the boundaries of Political Subdivision, and in such case all parties sharing common territory shall share a joint ballot

on the county's electronic voting system at the applicable polling places. In such cases, costs shall be divided among the participants.

At each polling location, joint participants shall share voting equipment and supplies to the extent possible. The participating parties shall share a mutual ballot in those precincts where jurisdictions overlap. However, in no instance shall a voter be permitted to receive a ballot containing an office or proposition stating a measure on which the voter is ineligible to vote. Multiple ballot styles shall be available in those shared polling places where jurisdictions do not overlap.

## II. LEGAL DOCUMENTS

Political Subdivision shall be responsible for the preparation, adoption, and publication of all required election orders, resolutions, notices, and any other pertinent documents required by the Texas Election Code and/or Political Subdivision's governing body, charter, or ordinances. With reference to publications, the "County Clerk" will publish the "Notice of Test of Automatic Tabulating Equipment", but the "Political Subdivision" will publish the "Notice of Election."

Preparation of the necessary materials for notices and the official ballot shall be the responsibility of each participating authority, including translation to languages other than English. Each participating authority shall provide a copy of their respective election orders and notices to the County Clerk's Election Department.

It is currently unclear whether the preclearance section of the Voting Rights Act of 1965, as amended, applies and whether preclearance is required. If it is determined that preclearance is required, the County Clerk's Election Department, with the assistance of the Brazoria County District Attorney's Office, shall prepare a submission to the United States Department of Justice for preclearance of the joint election procedures and polling places, pursuant to the Voting Rights Act of 1965, as amended. If preclearance is required, each Political Subdivision shall provide necessary documentation for preclearance and this submission to the Department of Justice shall be made on behalf of all political subdivisions participating in joint elections on May 10, 2014.

## III. VOTING LOCATIONS

The County Clerk's Election Office shall select and arrange for the use of and payment for all election day voting locations. Voting locations will be, whenever possible, the usual voting location for each election precinct in elections conducted by the county. The proposed voting locations are listed in Attachment A of this agreement. In the event a voting location is not available, the Elections Department will arrange for use of an alternate location with the approval of the Political Subdivision. The Elections Department shall notify the Political Subdivision of any changes from the locations listed in Attachment A.

If polling places for the May 10, 2104 joint election are different from the polling place(s) used by Political Subdivision in it's most recent election, Political Subdivision agrees to post a notice no later than May 9, 201 at the entrance to any previous polling places in the jurisdiction stating that the polling location has changed and stating the political subdivision's polling place names and addresses in effect for the May 10, 2014 election. Any changes in voting location from

those that were used in the last May Countywide Joint elections will be posted by the County Clerk's Election Office.

#### IV. ELECTION JUDGES, CLERKS, AND OTHER ELECTION PERSONNEL

Brazoria County shall be responsible for the appointment of the presiding judge and alternate judge for each polling location in accordance with Chapter 32 of the Texas Election Code. The County Clerk shall make emergency appointments of election officials if necessary. Upon request by the County Clerk, Political Subdivision agrees to assist in recruiting polling place officials who are bilingual (fluent in both English and Spanish).

The Elections Department shall notify all election judges of the eligibility requirements of Subchapter C of Chapter 32 of the Texas Election Code, and will take the necessary steps to insure that all election judges appointed for the Joint Election are eligible to serve.

The County Clerk shall arrange for the training and compensation of all election judges and clerks. The Elections Department shall arrange for the date, time, and place for presiding election judges to pick up their election supplies. Each presiding election judge will be sent a letter from the Elections Department notifying him of his appointment, the time and location of training and distribution of election supplies, and the number of election clerks that the presiding judge may appoint.

Each election judge will receive compensation at an hourly rate of \$12.00. Each election clerk will receive compensation at an hourly rate of \$10.00. The election judge will receive an additional sum of \$25.00 for picking up the election supplies prior to election day and for returning the supplies and equipment to the central counting station after the polls close. All judges and clerks will receive \$30.00 for attending training.

It is agreed by all parties that at all times and for all purposes hereunder, all election judges, clerks, and all other personnel involved in this election are independent contractors and are not employees or agents of the County or Political Subdivision. No statement contained in this Agreement shall be construed so as to find any judge, clerk, or any other election personnel an employee or agent of the County or Political Subdivision, and no election personnel shall be entitled to the rights, privileges, or benefits of County or Political Subdivision employees except as otherwise stated herein, nor shall any election personnel hold himself out as an employee or agent of the County or Political Subdivision, unless considered a county employee as determined by the Brazoria County Human Resources Department.

#### V. PREPARATION OF SUPPLIES AND VOTING EQUIPMENT

The Elections Department shall arrange for all election supplies and voting equipment including, but not limited to official ballots, sample ballots, voter registration lists, and all forms, signs and other materials used by the election judges at the voting locations. At each polling location, joint participants shall share voting equipment and supplies to the extent possible. The participating parties shall share a mutual ballot in those precincts where jurisdictions overlap.

However, in no instance shall a voter be permitted to receive a ballot containing an office or proposition stating a measure on which the voter is ineligible to vote. Multiple ballot styles shall be available in those shared polling places where jurisdictions do not overlap. The Elections Department shall provide the necessary voter registration information, instructions, and other information needed to enable the election judges in the voting locations that have more than one ballot style to conduct a proper election. If special maps are needed for a particular Political Subdivision, the Election Department will order the maps and pass that charge on to that particular Political Subdivision.

Political Subdivision shall furnish the County Clerk a list of candidates and/or propositions showing the order and the exact manner in which the candidate names and/or proposition(s) are to appear on the official ballot (including titles and text in each language in which the authority's ballot is to be printed). This list shall be delivered to the Elections Department as soon as possible after ballot positions have been determined by each of the participating authorities. Each participating authority shall be responsible for proofreading and approving the ballot insofar as it pertains to that authority's candidates and/or propositions.

## VI. EARLY VOTING

The participating authorities agree to conduct joint early voting and to appoint the County Clerk as the Early Voting Clerk in accordance with Sections 31.097 and 271.006 of the Texas Election Code. Political Subdivision agrees to appoint the County Clerk's permanent county employees as deputy early voting clerks. The participating authorities further agree that each Early Voting Location will have an "Officer in Charge" that will receive compensation at an hourly rate of \$12.00. The clerks at each location will receive compensation at an hourly rate of \$10.00. Early Voting by personal appearance will be held at the locations, dates, and times listed in Attachment "B" of this document. Any qualified voter of the Joint Election may vote early by personal appearance at any one of the joint early voting locations.

As Early Voting Clerk, the County Clerk shall receive applications for early voting ballots to be voted by mail in accordance with Chapters 31 and 86 of the Texas Election Code. Any requests for early voting ballots to be voted by mail received by the Political Subdivision shall be forwarded immediately by fax or courier to the Elections Department for processing.

The Elections Department shall, upon request, provide the Political Subdivision a copy of the early voting report on a daily basis and a cumulative final early voting report following the election.

## VII. EARLY VOTING BALLOT BOARD

Brazoria County shall appoint an Early Voting Ballot Board (EVBB) to process early voting results from the Joint Election. The Presiding Judge, with the assistance of the Elections Department, shall appoint two or more additional members to constitute the EVBB. The Elections Department shall determine the number of EVBB members required to efficiently process the early voting ballots.

## VIII. CENTRAL COUNTING STATION AND ELECTION RETURNS

The County Clerk shall be responsible for establishing and operating the central counting station to receive and tabulate the voted ballots in accordance with the provisions of the Texas Election Code and of this agreement.

The participating authorities hereby, in accordance with Section 127.002, 127.003, and 127.005 of the Texas Election Code, appoint the following central counting station officials:

Counting Station Manager:	Janice Evans
Alternate Counting Station Manager:	Brandy Pena
Tabulation Supervisor:	Susan Cloudt
Alternate Tabulation Supervisor:	Brandy Pena
Presiding Judge:	Bonnie Farrer
Alternate Presiding Judge:	Dottie Cornett

The Elections Department will prepare the unofficial canvass reports after all precincts have been counted, and will deliver a copy of the unofficial canvass to the Political Subdivision as soon as possible after all returns have been tabulated. All participating authorities shall be responsible for the official canvass of their respective elections.

The Elections Department shall be responsible for conducting the post-election manual recount required by Section 127.201 of the Texas Election Code unless a waiver is granted by the Secretary of State. Notification and copies of the recount, if waiver is denied, will be provided to each participating authority and the Secretary of State's Office.

The Elections Department shall submit all Political Subdivision's precinct by precinct returns to the Texas Secretary of State's Office electronically.

The Elections Department shall post all election night results to our website on election night. [http://www. Brazoriacountyvotes.com](http://www.Brazoriacountyvotes.com).

## IX. ELECTION EXPENSES AND ALLOCATION OF COSTS

The participating authorities agree to share the costs of administering the Joint Election. Allocation of costs, unless specifically stated otherwise, is mutually agreed to be shared according to a formula which is based on the cost per polling place. Costs for polling places shared by County, Political Subdivision, and other political subdivisions shall be divided equally among the participants utilizing that polling place.

It is agreed that the normal rental rate charged for the County's voting equipment used on election day shall be divided equally among the participants utilizing each polling location.

Costs for Early Voting by Personal Appearance will be divided by all Political Subdivisions as follows: Total cost of all 10 locations will be divided by all Political Subdivisions holding elections on May 10, 2014. Cost will be based on registered voters.

## X. WITHDRAWAL FROM CONTRACT DUE TO CANCELLATION OF ELECTION

Political Subdivision may withdraw from this agreement and the Joint Election should it cancel its election in accordance with Sections 2.051 - 2.053 of the Texas Election Code, or should it be later ruled that the election is not needed. Political Subdivision is fully liable for any expenses incurred by Brazoria County on behalf of Political Subdivision. Any monies deposited with the county by the withdrawing authority shall be refunded, minus the aforementioned expenses.

## XI. RECORDS OF THE ELECTION

The County Clerk is hereby appointed general custodian of the voted ballots and all records of the Joint Election as authorized by Section 271.010 of the Texas Election Code.

Access to the election records shall be available to each participating authority as well as to the public in accordance with applicable provisions of the Texas Election Code and the Texas Public Information Act. The election records shall be stored at the offices of the County Clerk or at an alternate facility used for storage of county records. The Elections Department shall ensure that the records are maintained in an orderly manner so that the records are clearly identifiable and retrievable.

Records of the election shall be retained and disposed of in accordance with the provisions of Section 66.058 of the Texas Election Code. If records of the election are involved in any pending election contest, investigation, litigation, or open records request, the County Clerk shall maintain the records until final resolution or until final judgment, whichever is applicable. It is the responsibility of each participating authority to bring to the attention of the County Clerk any notice of pending election contest, investigation, litigation or open records request which may be filed with the participating authority.

## XII. RECOUNTS

A recount may be obtained as provided by Title 13 of the Texas Election Code. Political Subdivision agrees that any recount shall take place at the offices of the County Clerk, and that the County Clerk shall serve as Recount Supervisor and the Political Subdivision's official or employee who performs the duties of a secretary under the Texas Election Code shall serve as Recount Coordinator.

The Elections Department agrees to provide advisory services to the District as necessary to conduct a proper recount and cost of the recount depends on the size of the election and number of precincts to be recounted.

## XIII. MISCELLANEOUS PROVISIONS

1. It is understood that to the extent space is available, that other districts and political subdivisions may wish to participate in the use of the County's election equipment and voting places, and it is agreed that the County Clerk may contract with such other districts or political

subdivisions for such purposes and that in such event there may be an adjustment of the pro-rata share to be paid to the County by the participating authorities.

2. The County clerk shall file copies of this document with the Brazoria County Treasurer and the Brazoria County Auditor in accordance with Section 31.099 of the Texas Election Code.

3. In the event that legal action is filed contesting Political Subdivision's election under Title 14 of the Texas Election Code, Political Subdivision shall choose and provide, at its own expense, legal counsel for the County, the County Clerk, and additional election personnel as necessary.

4. Nothing in this contract prevents any party from taking appropriate legal action against any other party and/or other election personnel for a breach of this contract or a violation of the Texas Election Code.

5. The parties agree that under the Constitution and laws of the State of Texas, neither Brazoria County nor Political Subdivision can enter into an agreement whereby either party agrees to indemnify or hold harmless another party; therefore, all references of any kind, if any, to indemnifying or holding or saving harmless for any reason are hereby deleted.

6. This agreement shall be construed under and in accord with the laws of the State of Texas, and all obligations of the parties created hereunder are performable in Brazoria County, Texas.

7. In the event of one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof and this agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

8. All parties shall comply with all applicable laws, ordinances, and codes of the State of Texas, all local governments, and any other entities with local jurisdiction.

9. The waiver by any party of a breach of any provision of this agreement shall not operate as or be construed as a waiver of any subsequent breach.

10. Any amendments of this agreement shall be of no effect unless in writing and signed by all parties hereto.

#### XIV. COST ESTIMATES AND DEPOSIT OF FUNDS

The cost of this election will be calculated once we know how many political subdivision will be holding elections and once we know the total expenses incurred to hold this election. Political Subdivision agrees to pay to Brazoria County a deposit of \$5,800.00, which is about 50% of the cost of your most recent May election. This deposit shall be paid to Brazoria County within 10 days after the final candidate filing deadline. The final candidate filing deadline is February 28, 2014. Therefore, deposit is due by March 10, 2014. The exact amount of the Political Subdivision's obligation under the terms of this agreement shall be calculated after the May 10, 2014 election and if the amount of the Political Subdivision's obligation exceeds the amount deposited, the Political Subdivision shall pay to Brazoria County the balance due within thirty (30)

days after receipt of the final invoice from the County Clerk's Election Department. However, if the amount of the Political Subdivision's obligation is less than the amount deposited, Brazoria County shall refund to the Political Subdivision the excess amount paid within thirty (30) days after final costs are calculated.

IN TESTIMONY HEREOF, this agreement, its multiple originals all of equal force, has been executed on behalf of the parties hereto as follows, to-wit:

(1) It has on the \_\_\_\_\_ day of \_\_\_\_\_, 2014 been executed on behalf of Brazoria County by the County Judge or the County Clerk pursuant to the Texas Election Code so authorizing;

(2) It has on the \_\_\_\_\_ day of \_\_\_\_\_, 2014 been executed on behalf of the Political Subdivision by its Presiding Officer or authorized representative, pursuant to an action of the Political Subdivision so authorizing;

BRAZORIA COUNTY

By \_\_\_\_\_  
Joyce Hudman, County Clerk

ATTEST:

POLITICAL SUBDIVISION

\_\_\_\_\_ By \_\_\_\_\_  
Presiding Officer or Authorized Representative  
CITY OF PEARLAND

# New Business Item No. 4

4. **CONSIDERATION AND POSSIBLE ACTION – REGARDING  
ECONOMIC DEVELOPMENT NEGOTIATIONS.** *City Council.*