



CITY COUNCIL SPECIAL/WORKSHOP MEETING

Monday, January 31, 2022 at 5:30 PM
City Council Chambers | 202 N. Virginia Street, Port Lavaca TX 77979

PUBLIC NOTICE OF MEETING

The following item will be addressed at this or any other meeting of the city council upon the request of the mayor, any member(s) of council and/or the city attorney:

Announcement by the mayor that council will retire into closed session for consultation with city attorney on matters in which the duty of the attorney to the city council under the Texas disciplinary rules of professional conduct of the state bar of Texas clearly conflicts with the open meetings act (title 5, chapter 551, section 551.071(2) of the Texas government code).

(All matters listed under the consent agenda item are routine by the city council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.)

AGENDA

Council will consider/discuss the following items and take any action deemed necessary.

COVID-19 MEETING PROCEDURE

Public notice is hereby given that the City Council of the City of Port Lavaca, Texas, will hold a Special Meeting and Workshop Session on Monday, January 31, 2022 beginning at 5:30 p.m., at the regular meeting place in Council Chambers at City Hall, 202 North Virginia Street, Port Lavaca, Texas to consider the following items of business:

Due to COVID-19 concerns, social distancing guidelines will be encouraged for in-person attendance. The meeting will also be available via the video conferencing application "ZOOM".

Join Zoom Meeting:

<https://us02web.zoom.us/j/82813421922?pwd=L2hObllSSUpOR2lrTENHRDR0em9zQT09>

Meeting ID: 828 1342 1922

Passcode: 896347

One Tap Mobile

*+13462487799,,82813421922#,,,,*896347# US (Houston)*

Dial by your location

+1 346 248 7799 US (Houston)

CITY COUNCIL SPECIAL MEETING

- I. **ROLL CALL**
- II. **CALL TO ORDER**
- III. **COMMENTS FROM THE PUBLIC** - *Comments will be limited to three (3) Minutes per individual unless permission to speak longer is received in advance*
- IV. **ACTION ITEMS** - *Council will consider/discuss the following items and take any action deemed necessary*
 - 1. Consider Change Order No. 1 for the Bayfront Park Walking Trail and Park Improvement Project. Present is Jody Weaver
 - 2. Announcement by Mayor that City Council will retire into closed session:
For consultation with City Attorney on matters in which the duty of the Attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Open Meetings Act (Title 5, Chapter 551, Section 551.071(2) of the Texas Government Code). Presenter is Mayor Whitlow
 - 3. Return to Open Session and take any action deemed necessary with regard to matters in closed session. Presenter is Mayor Whitlow
- V. **ADJOURN SPECIAL MEETING**

CITY COUNCIL WORKSHOP

- VI. **CALL TO ORDER**
- VII. **COMMENTS FROM THE PUBLIC** - *Comments will be limited to three (3) Minutes per individual unless permission to speak longer is received in advance*
- VIII. **ITEMS FOR DISCUSSION** - *Council will discuss the following items*
 - 1. Discuss reducing the prima facie speed limit in designated residential neighborhoods within the City of Port Lavaca. Presenter is Jody Weaver
- IX. **ADJOURN WORKSHOP**

CERTIFICATION OF POSTING NOTICE

This is to certify that the above notice of a Special Meeting and a Workshop Session of the City Council of the City of Port Lavaca, scheduled for **Monday, January 31, 2022**, beginning at 5:30 p.m., was posted at City Hall, easily accessible to the public, as of **5:00 p.m. Wednesday, January 26, 2022**.

Mandy Grant, *City Secretary*

ADA NOTICE

The Port Lavaca City Hall and Council Chambers are wheelchair accessible. Access to the building is available at the primary north entrance facing Mahan Street. Special parking spaces are located in the Mahan Street parking area. In compliance with the Americans with Disabilities Act, the City of Port Lavaca will provide for reasonable accommodations for persons attending meetings. To better serve you, requests should be received 24 hours prior to the meetings. Please contact City Secretary Mandy Grant at (361) 552-9793 Ext. 230 for assistance.

COMMUNICATION

SUBJECT: Consider Change Order No. 1 for the Bayfront Park Walking Trail and Park Improvement Project. Present is Jody Weaver

INFORMATION:

CITY OF PORT LAVACA

COUNCIL MEETING: JANUARY 31, 2022

DATE: 1.30.2022

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: JODY WEAVER, INTERIM CITY MANAGER

SUBJECT: CHANGE ORDER NO. 1 – BAYFRONT PARK IMPROVEMENTS – PHASE II

When the contractor, Matagorda Construction and Materials began shaping the existing base and roadway to the Veterans memorial, it was discovered that as you got closer to the memorial, the existing base was very weak and began pumping under the weight of the trucks. In addition, the base material particularly in the large area adjacent to the memorial was very thin and contaminated with soil, thereby reducing the effectiveness of the cement stabilization. During preliminary design, we had taken a soil bore along the road, but not in this area near the memorial. To alleviate the problem, Urban Engineering is recommending that in these poor areas, we remove 6" of the existing material and replace it with limestone base. The estimate to do this on the entire road to the memorial is \$83,300. However, after looking closely at the situation on the ground last Friday, Urban Engineering is proposing that the road through the curve can still be mixed with cement, but recommended adding 2" of limestone with it, whereas the large parking area near the memorial should have 6" of existing material removed and replaced with limestone (so cement stabilization in this area can be deducted).

The cost for this proposal is \$56,573.20 and is attached.

As requested by Council, we looked at the area in front of the small pavilion at the Bayfront (pictured below). As it turns out the area has geogrid (see photo) so is not a candidate for scarification. The proposal is that the street department will do the necessary point repairs, then MCM will apply a two course when they are applying the two-course elsewhere, then the Street Department will apply hot-mix over the sealcoat.

As you can see from the photograph, the area between the road and the pavilion holds water after a rain. For consideration, Urban Engineering proposed the installation of two (2) precast concrete grate inlets and associated piping to drain under this area of road out through the face of the steel bulkhead to the north. MCM offered a cost for this of \$33,680.00 for the drainage, including grading the area to drain to the inlets and \$2,615.20 for the two-course.

In light of the additional funds needed to properly improvement the road to the Memorial, and the fact that there has not been a long term decision made yet regarding exactly what we want to do with the area where the small pavilion is now, we can opt to forgo the drainage cost at this time (until a long range plan is determined) and the Street Department will add some base to this area and they can grade it to minimize the ponding.



In summary, we are requesting approval of a Change Order No. 1 as follows:

- 1) Modifications to the road and parking lot renovations - \$56,573.20
- 2) Apply two-course to the road area north of the small pavilion - \$2,615.20

Total=\$59,188.40 This equates to 11% of the contract price.

As you recall when we awarded the project, \$41,900 additional funds were allocated above budget, coming from the \$200K net gain we realized in the general fund after the audit was completed. There are funds available in the general fund reserves to pay for this proposed Change Order No. 1.

- Attachments: Proposed changes to the rehabilitation of the road to the Veterans Memorial



MATAGORDA CONSTRUCTION AND MATERIALS
1712 SH 35 S.
BAY CITY TX. 77414
(979)-323-9911

January 31, 2022

To: MATT GLAZE – URBAN ENGINEERING – VICTORIA TX

Subject: CITY OF PORT LAVACA_BAYFRONT PENINSULA_PARKING LOT (ADDITIONAL EXCAVATION & FLEXBASE) CHANGE ORDER PRICING. (REV 2)

Please find the pricing below as our proposal for this project.

<u>ITEM OF WORK</u>	<u>UOM</u>	<u>QTY</u>	<u>UNIT PRICE</u>	<u>TOTAL PRICE</u>
EXCAVATE/SPREAD/COMPACT 6"	LS	1	\$ 14,200.70	\$ 14,200.70
(ITEM A3.) FLEXBASE – PARKING LOT 6"	TN	760	\$ 59.50	\$ 45,220.00
(ITEM A3.) FLEXBASE – ROAD 2"	TN	208	\$ 59.50	\$ 12,376.00
			SUBTOTAL:	\$ 71,796.70
(ITEM A1.)CEMENT MIXING (DEDUCT)	SY	2,277	\$ 5.50	\$ 12,523.50
(ITEM A2.)CEMENT MATERIAL (DEDUCT)	TN	15	\$ 180.00	\$ 2,700.00
			DEDUCT TOTAL:	\$ 15,223.50
			CO TOTAL:	\$ 56,573.20

*** INCLUDES:**

*ALL LABOR, MATERIAL, AND EQUIPMENT FOR : EXCAVATING EXISTING PARKING LOT 6", FIXING SOFT SPOT, AND SPREADING THE MATERIAL AS EVENLY AS POSSIBLE ACROSS THE ENTIRE GRASSED AREA AND COMPACT, INSTALL 6" FLEXBASE ON PARKING LOT AND 2" ON ROAD LEADING UP TO PARKING LOT.

* The deduct in the Cement items is for deleting the cement treatment of the parking lot area. The rest of the project will still be cement treated.

****EXCLUDED:** REVEGETATION OF AREAS WHERE DIRT IS SPREAD.

SPECIAL NOTES:

*For questions or concerns, please call MCM estimating @ 830-643-9962.

- 1A ACCESSIBLE PARKING SPACE IN ACCORDANCE WITH THE STANDARD DETAIL.
- 2A ACCESSIBLE PARKING SIGN IN ACCORDANCE WITH THE STANDARD DETAIL.
- 3A WHEEL STOP IN ACCORDANCE WITH THE STANDARD DETAIL.
- 4A 4" WIDE WHITE PAINTED STRIPE.
- 5 6" - 3" DOMED TIMBER POST @ 6' - 0" O.C. POSTS SHALL BE IN ACCORDANCE WITH DMS 7200
- 6 1" TIMBER POSTS AND BLOCKS FOR BEAM GUARD FENCE. PAINTED TIMBER POSTS NOT PERMITTED. FINISHED GRADE ELEVATION TO BOTTOM OF TIMBER POST SHALL BE 42".
- 7 AREA LIGHT. AREA LIGHT SHALL BE FIRST LIGHT TECHNOLOGIES SCL2 SOLAR SERIES LUMINAIRE, TYPE 2 LIGHT (COLOR & LIGHTING PROFILE TBD). FIRST LIGHT SPEC FOR MARINE GRADE ALUMINUM POLE. POLE SHALL BE HAPCO POLE PRODUCTS, CATALOG NO. RTA2008B01, INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
- 8 SCL2 SOLAR SERIES TYPE 2 AREA LIGHT Labeled ON PLAN AS LP-SCL2 T2.
- 9 AREA LIGHT. AREA LIGHT SHALL BE FIRST LIGHT TECHNOLOGIES SCL2 SOLAR SERIES LUMINAIRE, TYPE 2 & TYPE 3 LIGHTS (COLOR & LIGHTING PROFILE TBD). FOR FIRST LIGHT SPEC FOR TYPE 2 REFER TO KEYNOTE 6A. FIRST LIGHT SPEC FOR TYPE 3 LIGHT IS SCL2-SPLAS-XK-T3-NH-XK. LIGHTS SHALL BE MOUNTED ON DIRECT BURY MARINE GRADE ALUMINUM POLE. POLE SHALL BE HAPCO POLE PRODUCTS, CATALOG NO. RTA2008B01, INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
- 10 SCL2 SOLAR SERIES TYPE 2 & TYPE 3 AREA LIGHTS Labeled ON PLAN AS LP-SCL2 T2 & T3.
- 11 BOLLARD LIGHT. BOLLARD LIGHT SHALL BE FIRST LIGHT TECHNOLOGIES PLB SOLAR SERIES BOLLARD LIGHT (COLOR & LIGHTING PROFILE TBD). FIRST LIGHT SPEC FOR PLB BOLLARD LIGHT IS PLB-102-XK-AS4-NH-XK. BOLLARD LIGHT SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. (PLB SERIES BOLLARD LIGHT Labeled AS LP-PLB ON PLAN.)
- 12 EDESTRAN BENCH CENTERED ON 7' x 15' CONCRETE PAD. BENCH TO BE SELECTED BY THE CITY, ALLOWANCE IN THE BID FORM.
- 13 ICE RACK, CENTERED ON 10' x 25' CONCRETE PAD. BKE RACK TO BE SELECTED BY THE CITY, ALLOWANCE IN THE BID FORM.
- 14 DROSION RESISTANT WATER FOUNTAIN & BOTTLE FILLING STATION W/ DOG BOWL, BURECK OYAS-HOF OR APPROVED EQUAL.
- 15 WATER TAP AND WATER METERS FOR SERVICE TO BE PROVIDED AND INSTALLED BY CITY OF FORT LAVACA. THE INSTALLATION SHALL BE SCHEDULED AND COORDINATED BY THE CONTRACTOR. TAP SIZE INDICATED ON PLANS.
- 16 CH 40 PVC WATER SERVICE LINE BY CONTRACTOR. MINIMUM 24" COVER BELOW FINISHED GRADE. ALL NEW DOMESTIC WATER PIPING SHALL BE THOROUGHLY DISINFECTED AND TESTED IN ACCORDANCE WITH ALL LOCAL CODES. PIPE BEDDING AND BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD DETAILS. SERVICE SIZE INDICATED ON PLANS.
- 17 RASH RECEPTICAL - 49 GALLON WITH RAIN CAP BY PARK WAREHOUSE OR APPROVED EQUAL. INSTALLED ON A 3' x 3' CONCRETE PAD.
- 18 4" WIDE WHITE PAINTED STRIPE, HATCH @ 2" SPACING, 45°.
- 19 PRECAST CONCRETE GRATE INLET. GRATE SIZE, TOP OF GRATE & FLOW LINE(S) INDICATED ON PLAN.
- 20 CONTRACTOR SHALL OUTFALL STORM SEWER PIPE THROUGH EXISTING STEEL BULKHEAD. KNOCK-OUT IN STEEL BULKHEAD SHALL BE BACK FILLED WITH CONCRETE. FLOW LINE INDICATED ON PLAN.
- 21 SAFETY END TREATMENT IN ACCORDANCE WITH THE STANDARD DETAIL. FLOW LINE INDICATED ON PLANS.
- 22 3' x 5' WHITE CRUSHED LIMESTONE. CRUSHED LIMESTONE SHALL BE INSTALLED A MINIMUM OF 5" THICK AND SHALL BE INSTALLED ON 1/2" FABRIC'S FILTER FABRIC LID 670 OR EQUIVALENT. FILTER FABRIC SHALL BE SECURED WITH STAINLESS STEEL STAKES. STAKES SHALL BE 2" O.C.B.W.

★ BOTTOM OF HILL

25' grass parking

Add 2" Limestone cement stabilization

2-course + HOT-MIX BY P.W.

FILL OR 2 INLETS.

1/2

CIVIL SITE & STORM SEWER PLAN



TRUE

Section IV. Item #1.



- ISSUE
- ☐ PRELIMINARY
 - ☐ REVIEW
 - ☒ PERMITTING
 - ☐ BIDDING
 - ☒ CONSTRUCTIO

REVISIONS

NO.	DESCRIPTION



2004 N Commerce Victoria Texas 77604 409.478.9999

PROJECT
BAYFRONT PENINSULA PARK WALKING TRAIL & PARK IMPROVEMENT
CITY OF FORT LAVACA
FORT LAVACA, TX

TITLE
CIVIL SITE & STORM SEWER PLAN

DATE 10/27
JOB NUMBER E23609
SHEET

COMMUNICATION

SUBJECT: Announcement by Mayor that City Council will retire into closed session:

INFORMATION:

For consultation with City Attorney on matters in which the duty of the Attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Open Meetings Act (Title 5, Chapter 551, Section 551.071(2) of the Texas Government Code). Presenter is Mayor Whitlow

COMMUNICATION

SUBJECT: Return to Open Session and take any action deemed necessary with regard to matters in closed session. Presenter is Mayor Whitlow

INFORMATION:

COMMUNICATION

SUBJECT: Discuss reducing the prima facie speed limit in designated residential neighborhoods within the City of Port Lavaca. Presenter is Jody Weaver

INFORMATION:

CITY OF PORT LAVACA

COUNCIL MEETING: JANUARY 31, 2022**DATE:** 1.28.2022**TO:** HONORABLE MAYOR AND CITY COUNCIL MEMBERS**FROM:** JODY WEAVER, INTERIM CITY MANAGER**SUBJECT: RESIDENTIAL NEIGHBORHOOD SPEED LIMITS**

The following streets in Port Lavaca have a speed limit of 25 mph per City Ordinance adopted in the cited years:

Lynnhaven: 1966:

Massanet, Bonham, Crockett, Bowie, Houston, Travis, Calhoun and San Bernardo Streets.

Oak Grove: 1997

Willowbend Dr, Oak Grove Ln, and Pecanwood Place

E. Main Street 2007

From Virginia to Commerce

As you are aware we frequently have complaints that people are driving too fast in residential neighborhoods and citizens have asked that the City put up speed limit signs. The prima facie (understood) speed limit for our local streets set by the State of Texas is 30 mph. Many people would consider even 30 mph to still be too fast for a residential neighborhood street, so an option would be to establish speed limits for select residential neighborhood streets to be 25 mph as previous Councils did in Lynnhaven and Oak Grove neighborhoods. Based upon TML guidance information, City Council may establish speed limits less than the prima facie limit, without conducting an engineering traffic study, on local streets (not state highways) under 4 lanes within City Limits.

A study performed by the Foundation for Traffic Safety found that there is about a 46% chance of severe injury when a pedestrian is hit by a vehicle going 30 mph vs. a 30% chance when the vehicle is driving 25 mph. The same study showed that there is a about a 20% chance of pedestrian fatality when hit by a car going 30 mph vs. 12% when going 25 mph. It's not surprising that risk increases with pedestrian age and being struck by a light truck vs. a car. The full study can be found at <https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>

In order to be enforceable, any speed limit other than the prima facie speed of 30 mph must be posted. Colin has said that every single street does not need to be marked, but wherever you are entering into the lower speed limit area, it must be posted there. I've attached a few City street maps for discussion purposes.

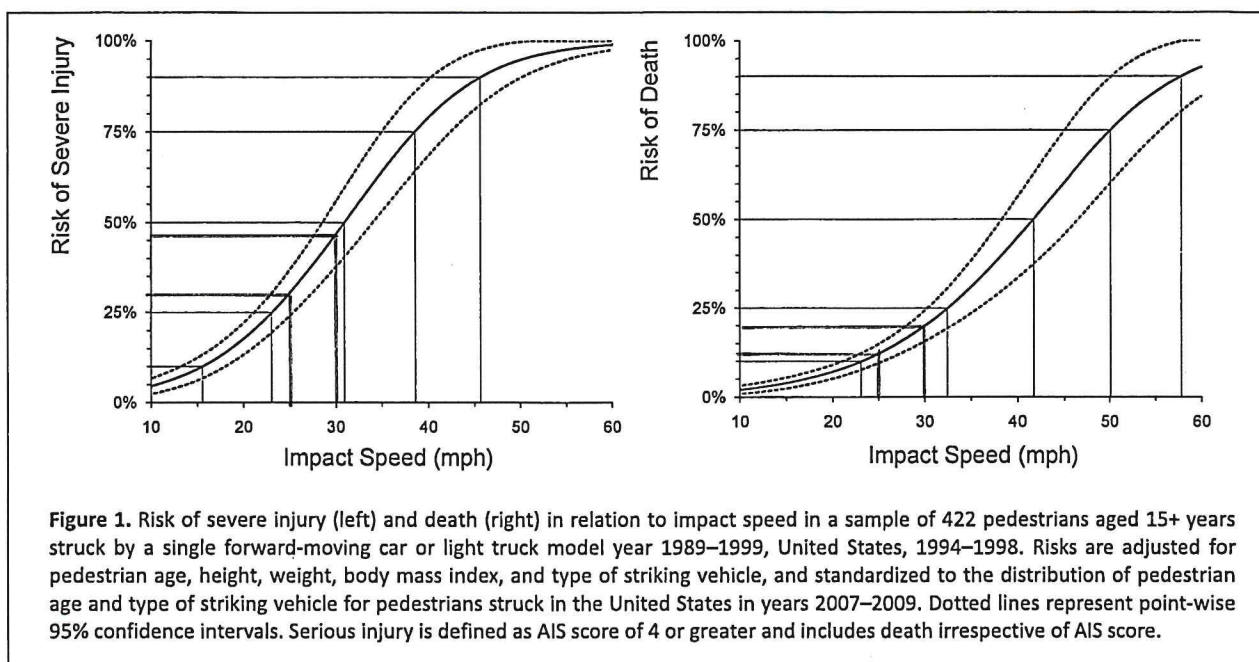
The City Streets shown in the exhibits are generally the residential neighborhoods of: Mariemont, Alamo Heights, Burkeshire, Marshall Meadows, DeShazor Park, Ezzell, Bonorden, Western Heights, Chatterton, Lou Davis, Brookhollow, LaSalle's Landings, Claret Crossing, Brookhollow Estates, Jade Bay and Bay Vista. What I am showing requires around 65 new speed limit signs. Materials for signs and poles would be about \$10,000 plus of course it will take some time for City crews to install or we would need to hire a contractor.

After discussions with PD, the map does not include areas where the streets are laid out in a tight grid pattern because these areas are not as subject to speeding. The frequency of cross streets causes people to at least slow down at the cross streets to look out for oncoming cross traffic. Also, many of these standard grid patterned areas are not exclusively residential.

I posted information about the Workshop on the City's Facebook page last Wednesday. There have only been 18 likes and two comments to date: once comment says "Just do it! All residential should be 25 or less." And the other is just a big check mark gif. The topic has created a wide range of comments on Port Lavaca Listens.

Attachments:

- Impact of speed graphs from the Foundation for Traffic Safety
- City Street Map A showing potential speed limit sign locations
- City Street Map B showing potential speed limit sign locations



The average adjusted, standardized risk of death reached 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risk of death increased approximately linearly with speed for speeds between 32 mph and 50 mph, with an average increase of 2.8 percentage points (95% CI: 2.2 – 3.4) for each 1 mph increase in impact speed for speeds within this range.

Risks were higher for pedestrians struck by light trucks than for pedestrians struck by cars (Figure 2, top panel). The average adjusted, standardized risk of severe injury for a pedestrian struck at any given speed by a light truck was approximately equal to the average risk if struck by a car travelling 6.3 mph faster (95% CI: 2.1 – 10.6 mph). The average risk of death for a pedestrian struck at any given speed by a light truck was approximately equal to the average risk if struck by a car travelling 4.1 mph faster (95% CI: -1.4 – 9.5 mph).

Risks were also higher for older pedestrians than for younger pedestrians (Figure 2, bottom panel). The average adjusted, standardized risk of severe injury for a 70-year-old pedestrian struck at any given speed was approximately equal to the average risk for a 30-year-old struck by a vehicle travelling 9.3 mph faster (95% CI: 5.3 – 13.4 mph). The average risk of death for a 70-year-old pedestrian struck at any given speed was approximately equal to the average risk for a 30-year-old pedestrian struck by a vehicle travelling 10.4 mph faster (95% CI: 5.4 – 15.4 mph).

