

MINUTES
CITY COUNCIL MEETING

April 16, 2013

CALL TO ORDER – Roll Call and Determination of a Quorum

The Parker City Council met in a regular meeting on the above date at Parker City Hall, 5700 E. Parker Road, Parker, Texas 75002.

Mayor Marshall called the meeting to order at 7:00 p.m. Councilmembers Leamy, Sumrow, Levine, Pettie and Taylor were present.

Staff Present: City Attorney James Shepherd, City Administrator Jeff Flanigan, City Secretary Carrie Smith, Finance/H.R. Manager Johnna Boyd, and Police Chief Tony Fragoso.

PLEDGE OF ALLEGIANCE

AMERICAN PLEDGE: Councilmember Sumrow led the pledge.

TEXAS PLEDGE: Ed Standridge led the pledge.

PUBLIC COMMENTS The City Council invites any person with business before the Council to speak to the Council. No formal action may be taken on these items at this meeting. Please keep comments to 3 minutes.

Tom Stone, 7266 Moss Ridge – Mr. Stone requested Council look into a traffic hazard at north bound Hogge Road turning onto west bound Parker Road. Vehicles traveling north bound on Hogge Road and turning west bound on Parker Road are turning into the oncoming lane. He recommended Council discuss the issue with the TxDOT and ask them to consider adding traffic devices, such as “chicken tracts” to alert drivers and direct them into the correct lane. He also commented on Dublin Road. He feels there are some flat areas on the side of Dublin that could be used for pull over lanes for bicycles to allow cars to pass.

Tony Cassavechia, 5001 Reserve Court - Mr. Cassavechia would like the City to consider adding centerlines along Dublin Road. As for the bicycle issue, he feels additional signage and increased enforcement would be helpful. He is concerned with “Swing D” Ranch being on Dublin and fears serious injuries with possible drunk drivers leaving an event.

INDIVIDUAL CONSIDERATION ITEMS

1. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON MEETING MINUTES FOR APRIL 2, 2013. [SMITH]

Amendment: Item 9. *Mayor Marshall* adjourned the meeting...

MOTION: Councilmember Pettie moved to approve the April 2, 2013 minutes as amended. Councilmember Leamy seconded with Councilmembers Leamy, Sumrow, Levine, Pettie and Taylor voting for. Motion carried 5-0.

2. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON DUBLIN ROAD TRAFFIC STUDY. [FLANIGAN]

City Engineer John Birkhoff reviewed the report prepared by Lee Engineering (Exhibit 2A) and prepared a preliminary field study (Exhibit 2B).

City Engineer Birkhoff recommends

- 1) Upgrading signs/chevrons to Texas Department of Transportation standards
- 2) Reduce speed limit at curves as recommended
- 3) Signage be added at the southern curve
- 4) Determine if to reconstruct the road or do an overlay
- 5) Paint center stripes near curves if it will be a long period of time before re-constructing the road

Currently the City street repair analysis is being prepared by the City Engineer. Council will look at the costs during the planning session in June.

3. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON PROPOSED CHANGES TO THE CODE OF ORDINANCE SECTION 156.37, (D) LOT MAINTENANCE. [FLANIGAN]

Planning and Zoning Chairperson Russell Wright and Commissioner Tom Stone provided Council with the Planning and Zoning Commissions recommended changes to the lot maintenance ordinance. (Exhibit 3A)

Home Owner Associations rules may be more stringent and the HOA must enforce those rules not the City.

MOTION: Councilmember Leamy moved to approve the proposed changes to Ordinance Section 156.37, (D) Lot Maintenance subject to: Amending Sections -

- (1) On ~~lots~~ *tracts of land whether platted or described by metes and bounds* - grass and weeds are not permitted to grow to a height in excess of 12 inches unless the vegetation is for agricultural operations and may then exceed 12 inches.
- (2)
 - (G) *Current* Wildlife management;
 - (H) *Current* Raising or keeping livestock or poultry.

Councilmember Sumrow seconded.

Chairperson Wright asked for "current" to be defined.

AMENDMENT 2: Councilmember Leamy amended his motion from "Current" to "Ongoing or Existing."

(2)

(G) *Ongoing and Existing* Wildlife management;

(H) *Ongoing and Existing* Raising or keeping livestock or poultry.

Councilmember Sumrow seconded.

AMENDMENT 3: Councilmember Leamy amended his motion from "Ongoing or Existing" to "Current."

(2)

(G) *Current* Wildlife management;

(H) *Current* Raising or keeping livestock or poultry.

Councilmember Sumrow seconded.

Code Enforcement would be advised to discuss any issues with the property owners and follow up.

VOTE: Councilmember Leamy, Sumrow, Pettie and Taylor voted for. Levine opposed. Motion carried 4-1.

4. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON THE PARKS AND RECREATION COMMISSION'S QUARTERLY REPORT. [STERK]

Parks and Recreation Commissioner Sandy Waites reviewed the Parks and Recreations quarterly report. (Exhibit 4A)

5. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON AMENDING RESOLUTION 2008-231, REPLACEMENT OF CAPITAL EQUIPMENT AND VEHICLES FOR THE POLICE DEPARTMENT. [TAYLOR]

During a meeting between Officer Paul, Chief Fragosso, and Patrick Taylor, items related to the current vehicle maintenance policy were discussed. While many cities will remove patrol cars from police service at 100,000 or even 80,000 miles, often the lower mileage retirements are due to that city moving the cars into their fleet services to continue to be used with other city services. In this circumstance, the cities are not ceasing the continued use of the vehicles due to being "worn out" or unfit for use. The Parker Police Department takes very good care of its patrol cars through judicial maintenance efforts, both routine and more serious repairs, as needed. Without a need to keep Parker's patrol cars in service after removal from Police use, an agreement was reached during the above meeting that an increase in the minimum mileage requirement from 100,000 to 125,000 miles could be justified.

The second change discussed was the need for a more refined policy for removing a problem vehicle (one experiencing excessive ongoing maintenance requirements)

without having to be considered "totaled" due to the cost of a specific required repair which equaled or exceeded the value of the vehicle. The conclusion was that a percentage of the vehicle's value would be a more reasonable amount than its entire value.

In a follow-up meeting between City Administrator Flanigan and Officer Paul, they worked on a procedure to value a vehicle and a percentage of repair costs. The percentage of repair costs started at 50% on one side and 25% on the other with a compromise of 32%.

MOTION: Mayor Pro Tem Levine moved to adopt Resolution 2013-406, Replacement of Capital Equipment and Vehicles for the Police Department subject to amending Exhibit 5A Sections:

2. B. Cumulative repair costs during the twelve-month period which exceed 32% of the fair market value of the vehicle. Normal maintenance, including gas, tires, oil, and other routine service items are not included in the cumulative repair costs. The fair market value is based on a fair market value of the vehicle, if considered to be in "fair" condition, as shown in Kelly's Blue Book of used car values. The cumulative repair costs include, and may not be limited to, motor vehicle accident repairs, and/or engine, transmission, differential, and/or the vehicle's computers. Vehicle computers do not include the police laptop computers installed as a part of the police communication system within the vehicle."

2. C. "Special circumstances resulting in a recommendation for replacement by the Chief of Police, with subsequent approval by the City Council."

Councilmember Taylor seconded with Councilmembers Sumrow, Levine, Pettie and Taylor voting for. Leamy Opposed. Motion carried 4-1.

6. CONSIDERATION AND/OR ANY APPROPRIATE ACTION TO ADD REGULATIONS TO THE SIGN ORDINANCE (CODE OF ORDINANCES CHAPTER 153) REGARDING QUALIFIED NON PROFIT ORGANIZATIONS BASED WITHIN THE CITY OF PARKER. [SHEPHERD]

City Attorney Shepherd discussed the issue with Parker Women's Club President Eleanor Evans and Councilmember Lee Pettie. Council needs to determine where signs may be placed, how long they may be left up, and what size.

MOTION: Councilmember Pettie moved to table this item to allow for detailed legal analysis and research. Councilmember Leamy seconded with Councilmembers Leamy, Sumrow, Levine, Pettie and Taylor voted for. Motion carried 5-0.

ROUTINE ITEMS

7. FUTURE AGENDA ITEMS

8. ADJOURN

Mayor Marshall adjourned the meeting at 9:14 p.m.

APPROVED:

\s\ Z Marshall

Mayor Marshall

ATTESTED:

\s\ Carrie L. Smith

City Secretary Carrie L. Smith, TRMC, CMC

APPROVED on the 21st day of
May, 2013.

EXHIBITS

- 2A – Lee Engineering Dublin Road Traffic Study
- 2B – Birkhoff and Hendricks Dublin Road Field Study
- 3A – Planning and Zoning Proposed Changes to Lot Maintenance
- 4A – Parks and Recreation Commission Quarterly Report
- 5A – Proposed Resolution amending 2008-231



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LEE ENGINEERING

February 13, 2013

Mr. Jeff Flanigan
City Administrator
5700 E. Parker Road
Parker, Texas 75002

Re: Dublin Road Traffic Operations Review

Dear Mr. Flanigan:

Lee Engineering has completed our study regarding the operations of traffic along Dublin Road in Parker. This letter report documents our data collection, study findings, and recommendations.

Study Area:

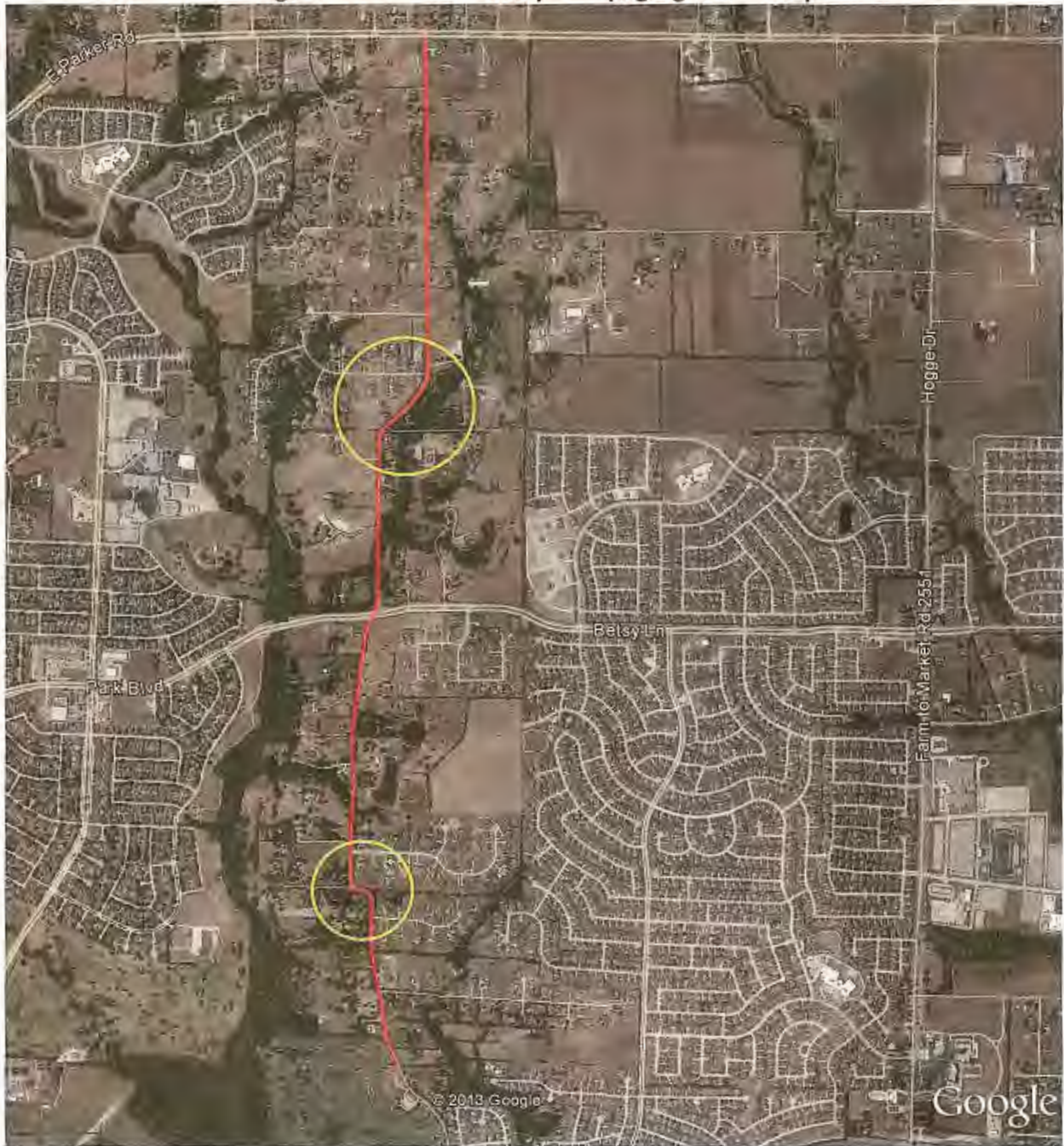
Dublin Road is a north-south roadway that intersects Parker Road between Murphy Road and Los Rios Boulevard. Dublin Road is approximately 3.2 miles in length, extending from Parker Road southward to the intersection with FM 544 in Plano. Approximately 2.5 miles of Dublin Road is within the city limits of Parker. The study area consisted of Dublin Road along its entire length within Parker, though particular emphasis was placed on the two "S" curves. The first S-curve is located north of Betsy Lane, near the intersections with Dublin Creek Lane and the private drive at 3200 Dublin Road. The second S-curve is located south of Betsy Lane between Edgewater Court and Creekside Court. The study area is shown in Figure 1. The study area is highlighted in red in the study area figure shown in Figure 1. The two S-curves are circled in yellow.

Dublin Road does not appear on the City of Parker Thoroughfare Plan as an arterial or collector roadway; however, it does function as a collector due to location, length, and the fact that multiple subdivisions utilize Dublin Road for access to major arterials such as Parker Road and FM 544.

A site visit was conducted on January 23, 2013 to document existing traffic controls and observe traffic operations in the study area. Dublin Road is a two lane asphalt undivided roadway. Dublin Road has an approximate width of 22-24 feet. Open channel drainage is present along both sides of Dublin Road. Multiple trees, landscaping rocks, utility poles, and decorative brick mailboxes were observed close to the edge of the road along Dublin Road. No pavement markings in the form of striping or raised pavement markers were present within the study area.

The posted speed limit on Dublin Road is 30 miles per hour for the entire length within Parker. No sidewalk is present along either side of Dublin Road. Pedestrian activity was observed in the roadway within the study area during site observations. Additionally, based on discussions with City staff, and a review of Richardson Bike Mart Group Ride maps, the study area is popular with recreational bicyclists on weekday evenings and weekends. Multiple cyclists operating independently were observed within the study area during our site visit.

Figure 1: Dublin Road Study Area (Highlighted in Red)



“S” curve warning signs (W1-3L) with 20 mph advisory speed plaques were present in both directions prior to the first curve in the series at both the northern S-curve and the southern S-curve. The W1-3 sign is depicted in Figure 2 for reference purposes.

Figure 2: W1-3 Sign



Chevron alignment signs (W1-8) were present within the two S-curves. The majority of chevrons present in both curves appeared to be 12" wide x 18" tall or smaller. The current Texas MUTCD indicates that the size of the W1-8 chevron sign should be 18" wide x 24" tall. Some of the warning signs along the corridor appeared to be engineer grade sheeting while others were a more modern prismatic sheeting type. The W1-8 sign is depicted in Figure 3 for reference purposes.

Figure 3: W1-8 Sign



A pavement edge drop off occurs when the unpaved shoulder drops away from the roadway. Drop-offs can occur from multiple factors, with erosion and wear from vehicles tires being two primary causes. Drop-offs often occur in the vicinity of horizontal curves and near mailboxes or driveways. Pavement drop-offs become a potential hazard when an errant motorist drops their wheel from the roadway and cannot recover in a safe manner. The vehicle tire will rub against the roadway edge in a significant drop off making it difficult to recover without overcorrecting. Pavement edge drop-offs between four and six inches in height were observed in multiple locations along the study corridor.

Figure 4: Pavement Edge Drop Off Examples



Additional photos of the study area appear in Figures 5 and 6.

Figure 5: Northern Dublin Road Reverse Curves (Looking North)



A large brick mailbox along with open channel drainage is evident in this photo of the northern S-curve series.

Figure 6: Southern Reverse Curves (Looking north/west towards second curve)



A deteriorated pavement surface along the outside half of the roadway through the southern S-curve series was evident and is visible in this photo.

Traffic Data Collection

Lee Engineering collected 24-hour speed and classification data at four locations in the study area on Thursday, January 17, 2013. Each location was located approximately 250-400 feet from the first curve in each travel direction.

- Location 1 and 2 collected data in the vicinity of the S-curve north of Betsy Lane.
 - Location 1 was located north of Dublin Creek Lane.
 - 560 vehicles were recorded in the northbound direction at this location and 550 vehicles in the southbound direction resulting in a daily volume of 1,110 vehicles.
 - Location 2 was located south of the private drive near 3200 Dublin Road
 - 614 vehicles were recorded in the northbound direction at this location and 601 vehicles in the southbound direction resulting in a daily volume of 1,215 vehicles.
- Location 3 and 4 collected data in the vicinity of the S-curve south of Betsy Lane.
 - Location 3 was located north of Smith Road
 - 873 vehicles were recorded in the northbound direction at this location and 818 vehicles in the southbound direction resulting in a daily volume of 1,691 vehicles.
 - Location 4 was located south of Creekside Court
 - 893 vehicles were recorded in the northbound direction at this location and 838 vehicles in the southbound direction resulting in a daily volume of 1,731 vehicles.

The data collected at locations 1 and 2 is summarized in Table 1.

Table 1: Speed / Classification Data Summary – Northern S-Curve

Location	Direction	Speed / Volume Data			Classification Data		
		Vehicles	Mean Speed	85th Percentile Speed	Percent (#) Bicycle / Motorcycle	Percent (#) Passenger Vehicles	Percent (#) Trucks / Buses
#1	Northbound	560	33	37	0.5% (3)	97.0% (537)	2.5% (14)
#1	Southbound	550	35	40	0.7% (4)	96.9% (526)	2.2% (12)
#2	Northbound	614	33	38	0.3% (2)	97.5% (590)	2.1% (13)
#2	Southbound	601	32	36	1.5% (9)	97.1% (578)	1.3% (8)

While the posted speed limit is 30 mph, the speed data collected indicates that a significant percentage of motorists are traveling in excess of the posted speed limit.

The speed and classification data for the S-curve located south of Betsy Lane is summarized in Table 2.

Table 2: Speed / Classification Data Summary –Southern S-Curve

Location	Direction	Speed / Volume Data			Classification Data		
		Vehicles	Mean Speed	85th Percentile Speed	Percent (#) Bicycle / Motorcycle	Percent (#) Passenger Vehicles	Percent (#) Trucks / Buses
#3	Northbound	873	29	35	0.1% (1)	97.6% (828)	2.2% (19)
#3	Southbound	818	29	36	0.1% (1)	97.4% (759)	2.4% (19)
#4	Northbound	893	35	39	0.2% (2)	97.6% (861)	2.2% (19)
#4	Southbound	838	33	38	0.1% (1)	97.6% (806)	2.3% (19)

As can be seen by the data in Table 2, speeds are slightly slower in the vicinity of the southern S-curve. These lower speeds are likely a result of the much sharper nature of the southern series of curves in comparison to the northern.

Curve Signing and Markings

Lee Engineering also collected ball bank data at the study curves to determine the advisory speed that should be posted on the curve ahead warning signs.

Table 3: Northern Curve – Maximum Ball Bank Deflection (degrees)

Speed (MPH)	Northbound		Southbound	
	First Curve	Second Curve	First Curve	Second Curve
20	5	5	4	8
25	10	6	6	12
30	18	10	8	14
35	20	14	12	17

For each speed driven through the curve there is a corresponding threshold for the amount of deflection experienced by the ball bank indicator. For instance, when driving the curve at 25 or 30 mph, a threshold of 14 degrees of deflection should be used to determine the advisory speed. Because no deflection angle of 14 or more degrees was obtained during the 25 mph test run, a 25 mph advisory may be appropriate for the northern S-curve. However, given the existing crash history the existing 20 mph advisory speed should remain in place.

The ball bank tests were also run for the S-curve south of Betsy Lane. The results of the southern curve test runs are shown in Table 4.

Table 4: Southern Curve - Maximum Ball Bank Deflection (degrees)

Speed (MPH)	Northbound		Southbound	
	First Curve	Second Curve	First Curve	Second Curve
15	7	8	6	10
20	12	12	14	12
25	18	18	20	18
30	DID NOT ATTEMPT			

Because a deflection angle of 14 degrees was obtained during the 20 mph test run, a 15 mph advisory speed is likely the appropriate advisory speed for this series of curves.

Currently a W1-3 reverse turn sign is present on both the northbound and southbound approach to the reverse curves in both the northern and southern S-curve locations. Both locations are accompanied by a 20 mph advisory speed plaque. Based on ball bank data, field observations, and test runs through the curves, the two sets of S-curves should not be posted with the same advisory speed. The northern S-curve is a noticeably gentler, larger radius curve in comparison to the 90 degrees turns present at the southern S-curve.

The Texas MUTCD contains criteria specifying when yellow centerlines and white edge lines are required to be used. These criteria appear in Table 5.

Table 5: Centerline and Edgeline Criteria

Marking Type	Required	Recommended
Yellow Center line Markings	Urban arterials and collectors > 6,000 vpd ≥ 20 feet wide	Urban arterials and collectors > 4,000 vpd ≥ 20 feet wide
		Rural arterials and collectors > 3,000 vpd ≥ 18 feet wide
White Edge line markings	Rural arterials > 6,000 vpd ≥ 20 feet wide	Rural arterials and collectors > 3,000 vpd ≥ 20 feet wide
		Where engineering study indicates a need

With less than 1,800 vehicles per day, Dublin Road does not exceed any of the thresholds requiring center line or edge line markings. However, given the crash history in the area, center lines may be desirable to provide more positive guidance through the curved sections of the roadway.

Crash History

City of Parker Police Department records indicate that fifteen reported crashes have occurred in the past 36 months along Dublin Road (January 1, 2010 through December 31, 2012). The reported crashes occurred in the following areas:

- Three of the 15 crashes, 20%, occurred at night. On a statewide basis 30% of crashes occur at night, thus nighttime crashes are underrepresented along Dublin Road and do not indicate a significant need for illumination.
- Nine of the 15 crashes, 60%, involved an at fault driver 21 years old or younger. On a statewide basis, approximately 16% of all drivers (including at-fault and other drivers) in crashes are age 16-21. It would appear that driver age and inexperience may be a contributing factor to crashes along Dublin Road.
- At the S-curve north of Betsy Lane:
 - Four reported crashes occurred in this reverse curve series. All four involved northbound vehicles
 - The majority of these crashes are single vehicle run off the road crashes.
- At the S-curve south of Betsy Lane:
 - Two reported crashes involved southbound vehicles at the southbound entry to the northern curve at this location.
 - Four reported crashes involved northbound vehicles at the northbound entry to the southern curve at this location.
 - The majority of these crashes are single vehicle run off the road crashes.
- At the intersection with Betsy Lane
 - Five reported crashes occurred at this location
 - Four of these crashes involved vehicles east or westbound on Betsy Lane striking northbound Dublin Road vehicles with the right of way. .
 - One crash involved a bicyclist and one crash involved a motorcyclist. In both instances, the bicyclists or motorcyclists had the right of way.

Bicycle and Pedestrian Operations

There are no sidewalks, multi-use trails, or pedestrian paths worn into the grass along Dublin Road. During field observations multiple pedestrians were observed walking or jogging in the roadway. While pedestrians should be safer on a separate path, given the relatively low volume nature of Dublin Road, there may not be a need for sidewalks at this time. Consideration should be given to inclusion of this section of Dublin Road on any long-range trail and sidewalk plans that Parker may have.

Bicyclists were observed along Dublin Road. An individual bicyclist is unlikely to cause any significant disruption to traffic operations in the area as the vehicular volumes are low enough to allow passing of the bicycle in a safe manner.

Based on a review of the Richardson Bike Mart website, along with discussions with City staff, the Dublin Road route is popular with large scale club and group rides. A copy of published route maps is attached to this report. A large pack of riders is likely to cause some delay to vehicular traffic in the area. The group rides should be monitored occasionally to verify compliance with traffic laws, and discussions should be held with ride organizers to encourage the riders to divide into packs small enough to still allow some passing opportunities by faster moving vehicles.

Due to the narrow width of Dublin Road in its current form, the development of an on-street bicycle lane along Dublin Road does not appear feasible at this time.

Conclusions

Based on our review of the available data and multiple visits to the site to observe traffic operations, Lee Engineering concludes the following:

1. The posted speed limit for Dublin Road is 30 mph which appears to be appropriate for conditions for a majority of the segment.
2. The mean speeds at three of the four data collection stations exceeded the posted speed limit. This data indicates that most drivers are ignoring both the posted and advisory speeds in the area.
3. Crash data for the previous three years indicated six crashes at the S-curve south of Betsy Lane and four crashes at the S-curve north of Betsy Lane.
4. The existing 20 mph advisory speed is appropriate at the northern S-curve but is too high at the southern S-curve.
5. Undesirable pavement edge drop-offs were present at multiple locations along the study corridor and should be evaluated for patching, grading or other treatments.
6. Some significant pavement failures were evident along Dublin Road, indicating the need for reconstruction or resurfacing.
7. No pavement markings are present within the study area. White edge lines should not be striped at this time throughout the study area.
8. No pedestrian facilities were present along Dublin Road
9. Multiple pedestrians were observed walking in the roadway.

Recommendations

Lee Engineering offers the following recommendations for consideration by the City of Parker. The recommendations are numbered strictly for reference purposes and are not numbered in any rank order.

Recommended Improvements

1. Pavement drop-offs between the roadway surface and the unpaved shoulder should be backfilled with compacted asphalt, gravel, or soil. Drop-offs 2.5 inches or more in depth should be filled. Once filled, the unpaved shoulder will again be flush with the roadway surface and will provide a more suitable roadway edge that allows motorists that drop a wheel off the edge to recover safely within their lane.
2. All reverse turn warning signs, W1-3 should be upgraded to 36"x36" size signs. A fluorescent yellow prismatic sheeting material that meets TxDOT typical sign requirements should be utilized for these signs.

Figure 7: Upgrade W1-3 Signs to 36" x 36"



3. All W1-8 Chevron signs should be replaced at both study area S-curves using 18" wide x 24" tall chevrons. A fluorescent yellow prismatic sheeting material that meets TxDOT typical sign requirements should be utilized for these signs.
 - a. Chevrons should be installed along the outside of both curves north of Betsy Lane from the beginning of each curve to the end each curve at 80 ft intervals. These are shown in the Northern S-curve improvements figure attached to this report.
 - b. Chevrons should be installed along the outside edge of both curves south of Betsy Lane from the beginning of each curve to the end each curve at 40 foot intervals. The chevrons should generally be evenly spaced with at least 4 chevrons installed per curve. Due to the Smith Lane intersection with the northern curve, chevrons at this location may have a wider gap to span the side-street. These are shown in the Southern S-curve improvements figure attached to this report.

Figure 8: Upgrade W1-8 Signs to 18" x 24"



4. The advisory speed plaques for the S-curve north of Betsy Lane should remain 20 mph.
5. The advisory speed plaques for the S-curve south of Betsy Lane should be changed to 15 mph
6. Install "All Way" plaques on all STOP signs at the Betsy Lane at Dublin Road intersection.

Additional Measures for Consideration

1. Double yellow retroreflective thermoplastic centerlines should be installed in the vicinity of the two study area S-curves. While not required by the Texas MUTCD striping the centerline should discourage motorists from cutting the corners while traveling through the reverse curves and help encourage lower speeds.
 - a. The section of Dublin Road from 300 feet north of Dublin Creek Lane to 300 feet south of the southern curve should be striped with a double yellow center line. This results in a total length of centerline of approximately 1,850 feet.
 - b. The section of Dublin Road between Edgewater Court and 200 feet south of Creekside Court should be striped with a double yellow center line. This results in approximately 1,200 feet of centerline.
 - c. Prior to the installation of a centerline, consideration should be given to Item 2, resurfacing Dublin Road in order to provide better contrast for the markings along with a surface that the markings will adhere to for a longer duration of time.
2. Consider resurfacing/reconstructing the pavement along Dublin Road in the vicinity of the S-curves to provide a smooth roadway surface and to increase vehicle traction on the curves.
3. As part of the striping installation, consider installing TxDOT Type II-A-A retroreflective raised pavement markers at 40 foot intervals through the curves and 80 foot intervals in advance of the curves.
4. White flexible delineators should be placed every 20 ft between the chevron signs along the outsides of the S-curve south of Betsy Lane. Delineators are not necessary at the S-curve north of Betsy Lane.
5. Consider installing supplemental STOP signs with ALL WAY plaques in the median for eastbound and westbound Betsy Lane traffic in addition to the signs on the right side of the roadway.
6. Install a 36"x36" W11-1 Bicycle warning sign with W16-1P "Share the Road" Plaque in the following locations:
 - a. Southbound Dublin Road approximately 300 ft south of Parker Road
 - b. Southbound Dublin Road approximately 300 ft south of Betsy Lane
 - c. Northbound Dublin Road approximately 100 ft north of the southern City Limits
 - d. Northbound Dublin Road approximately 300 ft north of Betsy Lane.

Figure 9: Bicycle Warning Sign (W11-1) with "Share the Road" Plaque (W116-1P)



7. Large group bike rides should be monitored occasionally and a dialogue opened between the City and Richardson Bike Mart/group ride leaders to encourage smoother operations as needed.
8. Continue to monitor crash history, traffic volumes and speeds to determine if additional measures become necessary in the future.
9. Consider implementing more aggressive traffic enforcement along Dublin Road

Lee Engineering appreciates the opportunity to provide traffic engineering services to the City of Parker. If you have any additional comments or questions please do not hesitate to contact me or John Denholm at 972.248.3006.

Sincerely,

A handwritten signature in blue ink, appearing to read "J.T. Short", with a long horizontal flourish extending to the right.

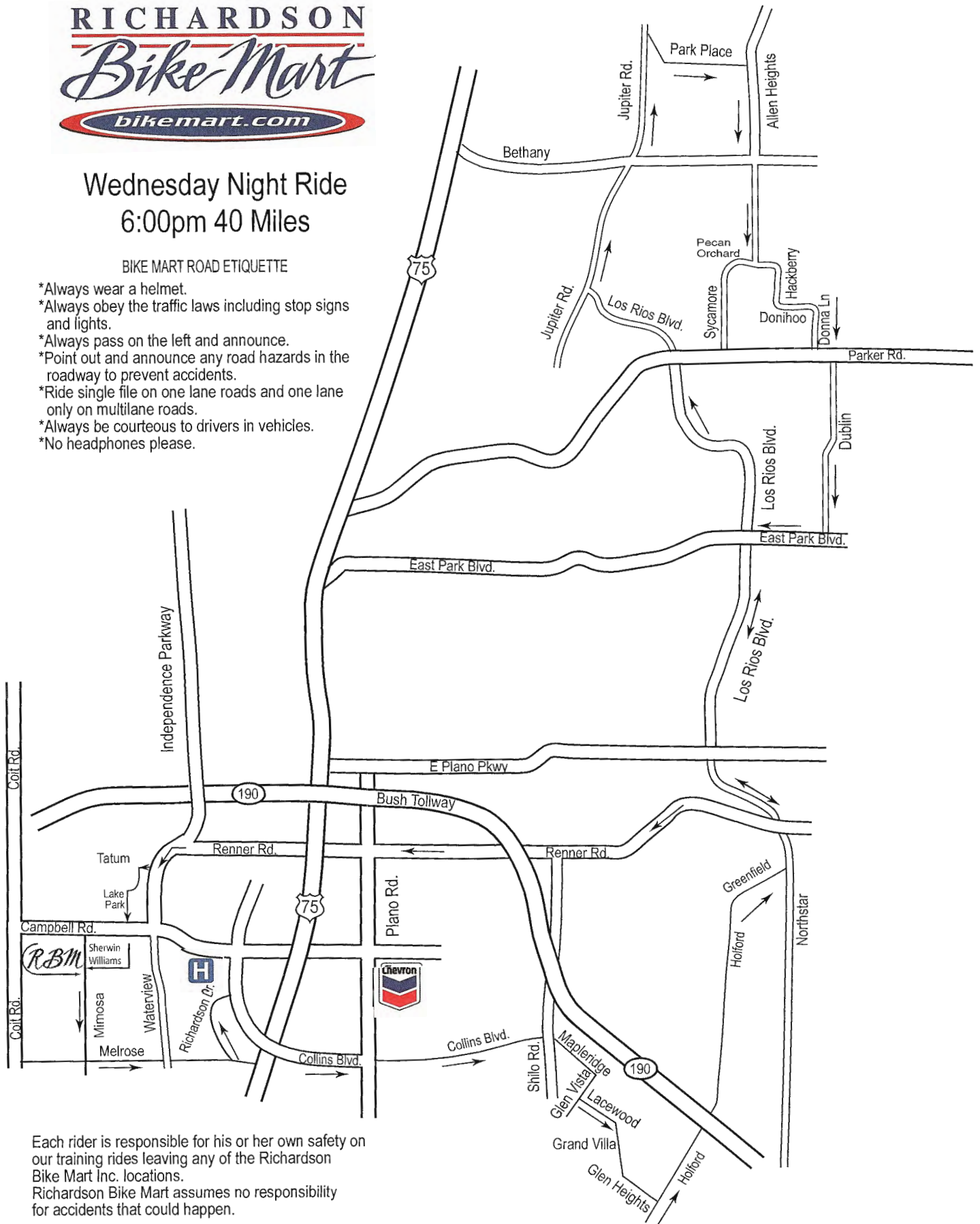
Joseph T. Short, P.E., PTOE
President
Lee Engineering
TBPE Firm F-450



Wednesday Night Ride 6:00pm 40 Miles

BIKE MART ROAD ETIQUETTE

- *Always wear a helmet.
- *Always obey the traffic laws including stop signs and lights.
- *Always pass on the left and announce.
- *Point out and announce any road hazards in the roadway to prevent accidents.
- *Ride single file on one lane roads and one lane only on multilane roads.
- *Always be courteous to drivers in vehicles.
- *No headphones please.



Each rider is responsible for his or her own safety on our training rides leaving any of the Richardson Bike Mart Inc. locations. Richardson Bike Mart assumes no responsibility for accidents that could happen.



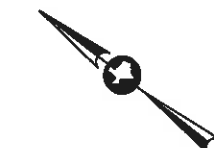
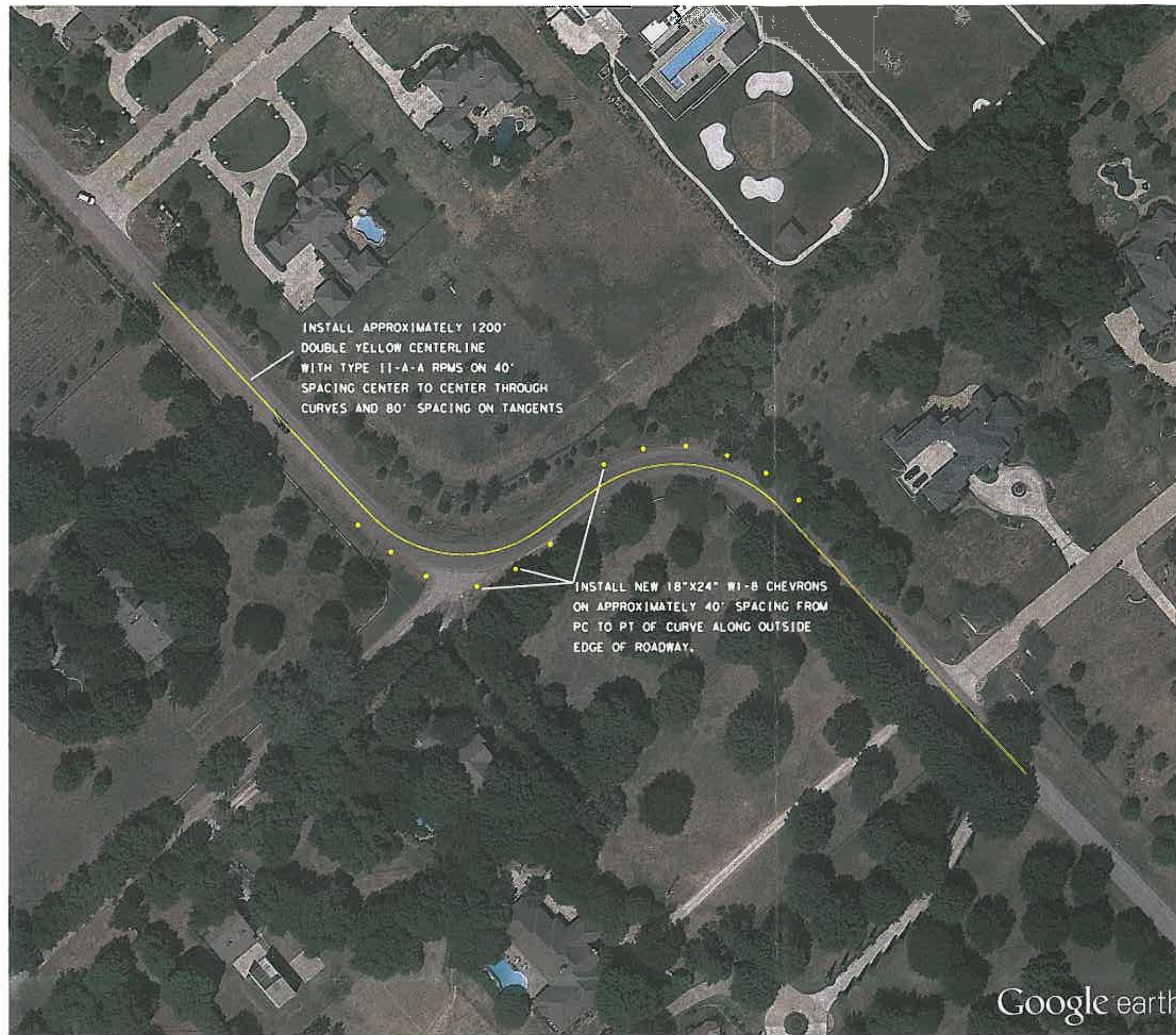
0 50 100 150
SCALE IN FEET



3030 LBJ FREEWAY
SUITE 1680
DALLAS, TEXAS 75234
972-248-3006 TBPE F-450

CITY OF PARKER

**NORTHERN S-CURVE
IMPROVEMENTS**



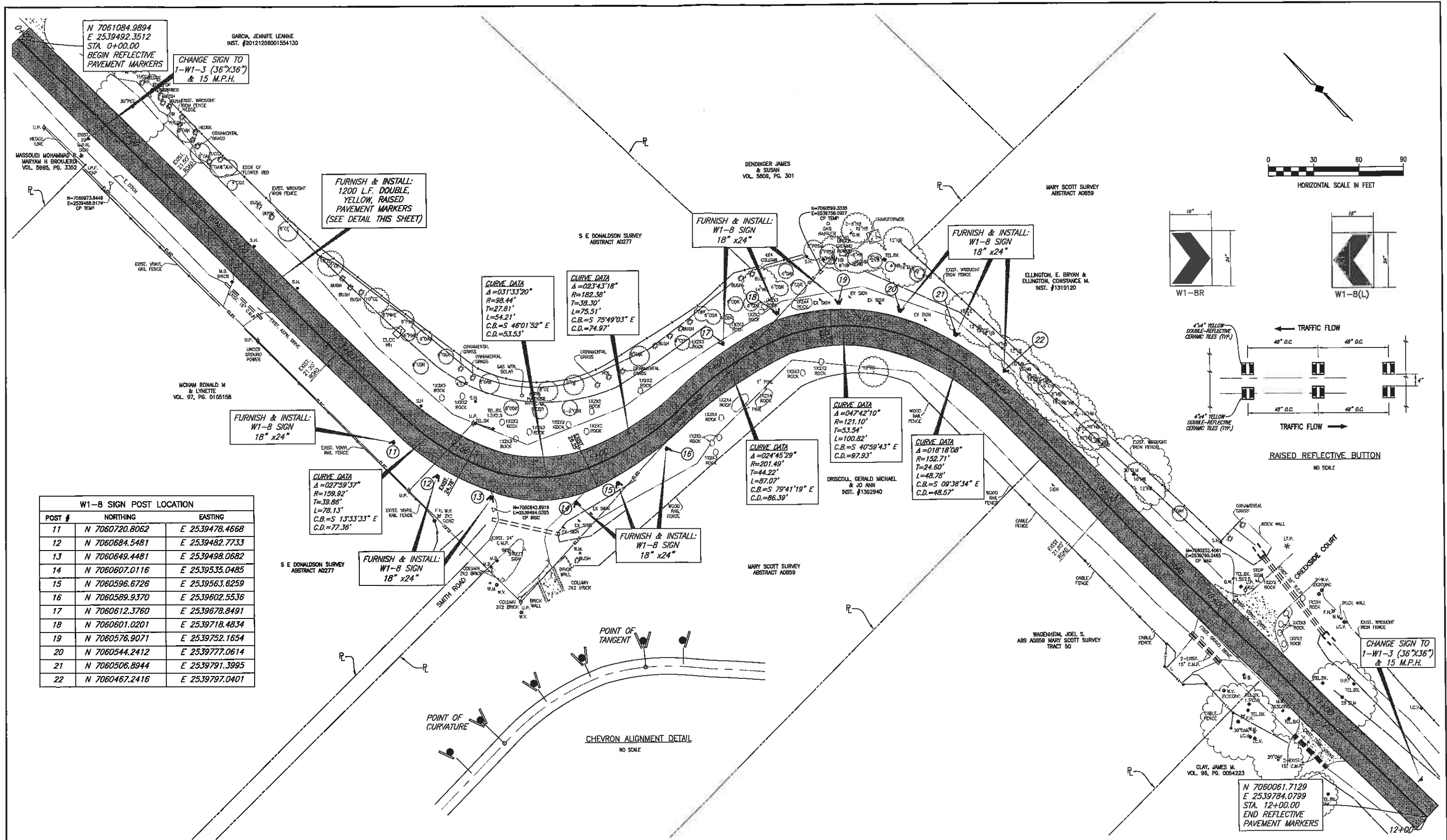
0 20 40 60 80 100
SCALE IN FEET



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 TBPE F-450

CITY OF PARKER

**SOUTHERN S-CURVE
IMPROVEMENTS**



W1-B SIGN POST LOCATION		
POST #	NORTHING	EASTING
11	N 7060720.8062	E 2539478.4668
12	N 7060684.5481	E 2539482.7733
13	N 7060649.4481	E 2539498.0682
14	N 7060607.0116	E 2539535.0485
15	N 7060596.6726	E 2539563.6259
16	N 7060589.9370	E 2539602.5536
17	N 7060612.3760	E 2539678.8491
18	N 7060601.0201	E 2539718.4834
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21	N 7060506.8944	E 2539791.3995
22	N 7060467.2416	E 2539797.0401

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BIRKHOFF, HENDRICKS & CARTER, L.L.P.
 PROFESSIONAL ENGINEERS
 Texas Firm F526
 11910 Greenville Ave., Suite 600
 Dallas, Texas 75243 (214) 361-7900

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.
 JOHN W. BIRKHOFF
 TEXAS P.E. NO. 54137
 DATE: SEPTEMBER, 2006

CITY OF PARKER, TEXAS
DUBLIN ROAD REHABILITATION (SOUTH S CURVE)

SHEET DESCRIPTION

BHC
 PROJECT NO.
 2013-XXX
 April, 2013
 SHEET NO.
SOUTH

W1-B SIGN POST LOCATION		
POST #	NORTHING	EASTING
1	N 7066545.7090	E 2539740.1120
2	N 7066620.9641	E 2539743.5203
3	N 7066692.0573	E 2539761.0613
4	N 7066756.0035	E 2539799.6680
5	N 7066804.6440	E 2539847.5677



FRASER, JOHN A ETUX. &
NATALIE A.
VOL. 92, PG. 0014998

FURNISH & INSTALL:
W1-B SIGN
18" x 24"

FURNISH & INSTALL:
W1-B SIGN
18" x 24"

FURNISH & INSTALL:
1000 L.F. DOUBLE,
YELLOW, RAISED
PAVEMENT MARKERS
(SEE DETAIL THIS SHEET)

SCHULMAN, MICHAEL R &
JOAN M
VOL. 01-0005984,
PG. 4836-14

CURVE DATA
A=004°58'02"
R=1333.40'
T=57.84'
L=115.60'
C.B.=N 38°32'56" E
C.D.=115.56'

BARBKNECHT, JOSEPH ALLEN
VOL. 5823, PG. 3936

BRASWELL, BILL L & LINDA E
VOL. 01-0021186, PG. 4866-2193

DUFFIELD, RICHARD L JR. ETUX
VOL. 94, PG. 0056101

HARRIS, DONALD B &
MISCHA R.
VOL. 94, PG. 0021062

CURVE DATA
A=026°49'39"
R=342.47'
T=81.68'
L=160.36'
C.B.=N 10°43'27" E
C.D.=158.89'

CURVE DATA
A=020°21'56"
R=305.34'
T=54.84'
L=108.53'
C.B.=N 39°23'44" E
C.D.=107.96'

FURNISH & INSTALL:
W1-B SIGN
18" x 24"

FURNISH & INSTALL:
W1-B SIGN
18" x 24"

N 7066330.1833
E 2539758.2493
STA. 0+00.00
BEGIN REFLECTIVE
PAVEMENT MARKERS

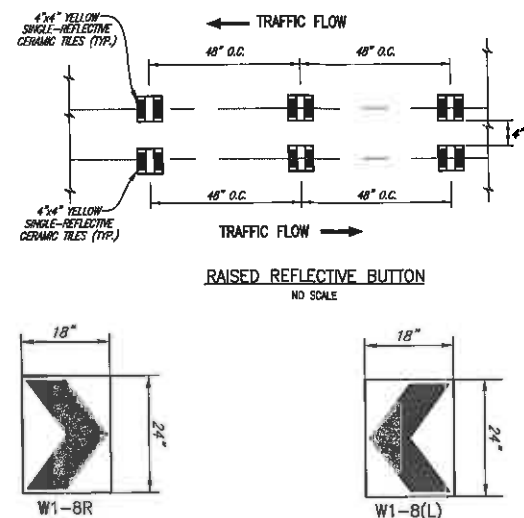
UPGRADE SIGN TO
1-W1-3 (36"x36")

WILBERGER, PAUL & JANICE
INST. #95430

BLACK GOLD STABLES L.L.C.
INST. #2009122000067920

POINT OF
TANGENT

CHEVRON ALIGNMENT DETAIL
NO SCALE



MATCH LINE STA. 10+00
N 7067143.4849, E 2540220.8796

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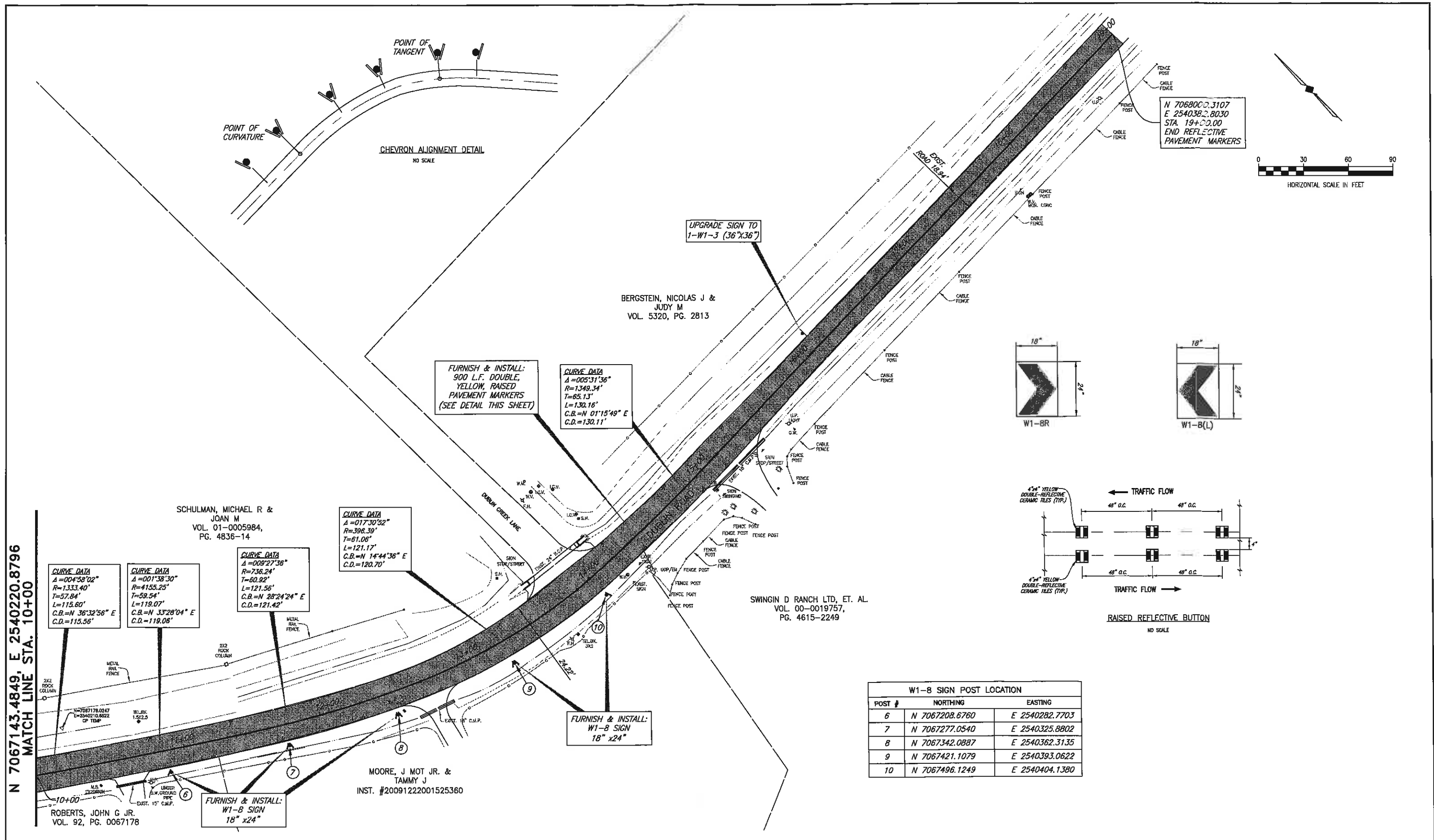
BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS
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JOHN W. BIRKHOFF
TEXAS P.E. NO. 54137
DATE: SEPTEMBER, 2006

CITY OF PARKER, TEXAS
DUBLIN ROAD REHABILITATION (SOUTH S CURVE)

BHC
PROJECT NO.
2013-XXX
April, 2013

SHEET NO.
NORTH
1 OF 2



N 7067143.4849, E 2540220.8796
MATCH LINE STA. 10+00

CURVE DATA
A=004°58'02"
R=1333.40'
T=57.84'
L=115.60'
C.B.=N 36°32'56" E
C.D.=115.56'

CURVE DATA
A=001°38'30"
R=4155.25'
T=59.54'
L=119.07'
C.B.=N 33°28'04" E
C.D.=119.06'

CURVE DATA
A=009°27'38"
R=736.24'
T=60.92'
L=121.56'
C.B.=N 28°24'24" E
C.D.=121.42'

CURVE DATA
A=017°30'52"
R=396.39'
T=61.06'
L=121.17'
C.B.=N 14°44'36" E
C.D.=120.70'

FURNISH & INSTALL:
W1-8 SIGN
18" x 24"

FURNISH & INSTALL:
W1-8 SIGN
18" x 24"

W1-8 SIGN POST LOCATION		
POST #	NORTHING	EASTING
6	N 7067208.6760	E 2540282.7703
7	N 7067277.0540	E 2540325.8802
8	N 7067342.0887	E 2540362.3135
9	N 7067421.1079	E 2540393.0622
10	N 7067496.1249	E 2540404.1380

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DATE: SEPTEMBER, 2006

CITY OF PARKER, TEXAS
DUBLIN ROAD REHABILITATION (SOUTH S CURVE)

BHC
PROJECT NO.
2013-XXX
April, 2013

SHEET NO.
NORTH
2 OF 2

MINUTES
PLANNING AND ZONING COMMISSION MEETING
MARCH 28, 2013

CALL TO ORDER – Roll Call and Determination of a Quorum

The Planning and Zoning Commission met on the above date. Chairperson Wright called the meeting to order at 7:01 P.M.

Commissioners Present:

X	Chairperson Wright	X	Commissioner Stone
X	Commissioner Schroeder	X	Commissioner Lozano
X	Commissioner Stanislav		

X	Alternate Raney	Alternate Herzberger
X	Alternate Sutaria	

Chairperson Wright appointment Alternate Raney to voting member.

Staff Present

X	City Administrator Flanigan	X	City Secretary Smith
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Others Present

PLEDGE OF ALLEGIANCE

The pledges to the American and Texas flags were recited.

INDIVIDUAL CONSIDERATION ITEMS

1. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON MEETING MINUTES FOR MARCH 14, 2013.

Amendments:

Page 2, paragraph 3 – is to read, “bringing”

Page 2, paragraph 3 – is to read “tax base”, delete “revenue”

MOTION: Commissioner Lozano moved to approve the minutes as amended. Commissioner Stanislav seconded with Commissioners Stone, Schroeder, Wright, Lozano and Stanislav voting for. Motion carried 5-0.

2. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON MOWING ORDINANCE.

Chairperson Wright gave a brief review of what the Commission should take into consideration when reviewing the mowing regulations. (Exhibit 2A)

Commissioner Stone revised the recommendation sent to City Council on March 5, 2013. The Commission discussed and proposed the following recommendation be sent to Council for consideration.

156.37 SUPPLEMENTARY DISTRICT REGULATIONS (EXISTING)

(D) Lot maintenance. In all districts, lots shall be maintained in such a manner as to be free and clear of debris. All vegetation, except for regularly cultivated crops, trees, or shrubbery, which exceeds 12 inches in height, shall be presumed to be objectionable and unsightly. Regularly cultivated crops shall not be allowed to grow within the right-of-way of any public street or easement but shall be kept mowed. It shall be the duty of any person owning, claiming, occupying, or having supervision or control of any real property to cut and remove all weeds, brush, or other objectionable or unsightly matter as often as may be necessary; provided that the removing and cutting same at least once in every 30 days shall be deemed a compliance with this chapter; and to use every precaution to prevent the same growing on the premises to become a nuisance.

156.37 SUPPLEMENTARY DISTRICT REGULATIONS (PROPOSED)

(D) Lot maintenance. In all districts, lots shall be maintained in such a manner as to be free and clear of debris. ~~All vegetation, except for regularly cultivated crops, trees, or shrubbery, which exceeds 12 inches in height, shall be presumed to be objectionable and unsightly.~~ The following provisions relate only to the height of grass and weeds ~~on properties with an area or areas, which have remained in their natural state (not changed artificially or are in a primitive or unaltered state);~~

(1) ~~On lots of 2 acres or more; that portion of the property that has remained in its natural state—~~
On lots - grass and weeds are not permitted to grow to a height in excess of 12 inches unless the vegetation is for agricultural operations and may then exceed 12 inches.

(2) Agricultural ~~operation~~operations includes the following activities:

- a. Cultivating the soil (tilling soil in order to better prepare it for planting);
- b. Producing crops for human food, animal feed, planting seed, or fiber;
- c. Floriculture (cultivation and management of ornamental and flowering plants – wildflowers may exceed 12 inches when growing, but shall be mowed to a maximum height of 12 inches after seeding ~~and no later than July 1st of each growing year~~);
- d. Viticulture (the cultivation or culture of grapes especially for wine making);
- e. Horticulture (growing fruits, vegetables, flowers or ornamental plants);
- f. Silviculture (dealing with the development and care of forests);
- g. Wildlife management;
- h. Raising or keeping livestock or poultry.

(3) ~~This does not apply to a maximum of 100 feet from a building or structure of the front yard line as defined in Supplemental District Regulations Section 156.37 (G) (1).~~

Regularly cultivated crops shall not be allowed to grow within the public road right-of-way of any public street or easement but shall be kept mowed. It shall be the duty of any person owning, claiming, occupying,

or having supervision or control of any real property to cut and remove all weeds, brush, or other objectionable or unsightly matter as often as may be necessary; provided that the removing and cutting same at least once in every 30 days shall be deemed a compliance with this chapter; and to use every precaution to prevent the same growing on the premises to become a nuisance.

(~~For discussion at Parker~~ As proposed by the P & Z Meeting at meeting on March 28, 2013)

MOTION: Commissioner Stone moved to forward the proposed changes, shown above, to City Council for consideration. Commissioner Lozano seconded with Commissioners Stone, Schroeder, Wright, Lozano and Stanislav voting for. Motion carried 5-0.

3. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON CITY THOROUGHFARE MAP.

MOTION: Commissioner Lozano moved to table to a future date. Commissioner Schroder seconded with Commissioners Stone, Schroeder, Wright, Lozano and Stanislav voting for. Motion Carried 5-0.

4. CONSIDERATION AND/OR ANY APPROPRIATE ACTION ON CANCELLING THE REGULAR APRIL 11 MEETING.

The regularly scheduled meeting for April 11, 2013 will be canceled due to Candidates' Night.

ROUTINE ITEMS

5. FUTURE AGENDA ITEMS

Regular Meeting April 25
Zoning Change Request & Plat from Wynne/Jackson Development
Interview applicants for Commission
Estates at Creekside Parker Phase 1 Preliminary

6. ADJOURN

Adjourned at 8:19 p.m.

Minutes Approved on _____ day of _____, 2013.

Chairman Russell Wright

Attest:

Mowing Ordinance

Russell Wright
3/28/2013



What is the Problem?

- ▶ Is there a consistent problem the city is dealing with?
 - Is there inconsistency in enforcement due to the “one size fits all” wording of the ordinance?
- ▶ Are the issues city issues or citizen issues?
 - Is there an attempt to have the city resolve private issues?



General

- ▶ Is it covered by other ordinances?
- ▶ Related to common infrastructure?
- ▶ Is there a nuisance component?
- ▶ “What if?”
 - Are the issues real?
- ▶ Timing
 - Don’t get in a rush to a conclusion
- ▶ Can it/will it/how will it be enforced?
- ▶ Opinion
 - What constitutes good/bad



Parker Considerations

- ▶ Many diverse areas of Parker
 - HOA/non-HOA
 - Agricultural/City residential
 - Old/New
- ▶ One size probably doesn’t fit all
- ▶ Grandfathering
- ▶ Will anyone really notice relative to the size?
- ▶ Overly complex?



Health/Safety

- ▶ Are there real safety issues?
- ▶ Should a citizen be allowed to make decisions that affect their own safety and that of their family?
- ▶ Is there something that is putting others at risk?



Community Impact / Freedom

- ▶ More rules and regs = less freedom
- ▶ Is it something a city should control?
 - Why?
- ▶ How would you feel if it directly affected you?
- ▶ Does it have the potential to be misused?
 - Spite
- ▶ Will it withstand a legal challenge?
- ▶ Does it directly conflict with freedoms guaranteed by our founding documents?



What was the Request?

- ▶ Increase the pasture grass height restrictions on “large lots” to accommodate animal grazing
- ▶ Provide guidelines for people who tried to work around mowing by using “crops” as an excuse (e.g. homeowner telling the Parker Code Enforcement Officer that the homeowner was going to have the 5 ft. high dried thistles and weeds baled)
- ▶ Consider an exception for wildflowers, with appropriate maintenance of them well after the growing season and reseeding



What If...

- ▶ I planted pampas grass in a major portion of my yard?
- ▶ I planted wildflowers that bloom all summer long?



Suggested by Ms. Sumrow

§ 156.37 SUPPLEMENTARY DISTRICT REGULATIONS.

(D) Lot maintenance. In all districts, with the exceptions noted below, lots shall be maintained in such a manner as to be free and clear of debris. All vegetation, except for regularly cultivated crop (requiring proof of planting, plans for harvesting, and proof of harvesting after growing season, if standard cultivation practices are not being followed), trees, or shrubbery, which exceeds 12 inches in height shall be presumed to be objectionable and unsightly. Regularly cultivated crops shall not be allowed to grow within the right-of-way of any public street or easement but shall be kept mowed. It shall be the duty of any person owning, claiming, occupying, or having supervision or control of any real property to cut and remove all weeds, brush, or other objectionable or unsightly matter as often as may be necessary; provided that the removing and cutting same at least once in every 30 days shall be deemed a compliance with this chapter; and to use every precaution to prevent the same growing on the premises to become a nuisance.

Exceptions to Lot maintenance, above:

1. On lots greater than two acres, where there are enclosed pastures used for animal grazing, with animals currently living or grazing in the pasture, grass may be grown to a height of 24 inches.
2. Wildflowers may be grown in any area, including front yards and right-of-ways, and can exceed 12 inches during blooming and reseeding season, but must be mowed to 12 inches no later than July 1.



(EXISTING ORDINANCE)**156.37 SUPPLEMENTARY DISTRICT REGULATIONS**

(D) *Lot maintenance.* In all districts, lots shall be maintained in such a manner as to be free and clear of debris. All vegetation, except for regularly cultivated crops, trees, or shrubbery, which exceeds 12 inches in height, shall be presumed to be objectionable and unsightly. Regularly cultivated crops shall not be allowed to grow within the right-of-way of any public street or easement but shall be kept mowed. It shall be the duty of any person owning, claiming, occupying, or having supervision or control of any real property to cut and remove all weeds, brush, or other objectionable or unsightly matter as often as may be necessary; provided that the removing and cutting same at least once in every 30 days shall be deemed a compliance with this chapter; and to use every precaution to prevent the same growing on the premises to become a nuisance.

(PROPOSED MARCH 5 VS. APRIL 16)

156.37 SUPPLEMENTARY DISTRICT REGULATIONS

(D) *Lot maintenance.* In all districts, lots shall be maintained in such a manner as to be free and clear of debris. ~~All vegetation, except for regularly cultivated crops, trees, or shrubbery, which exceeds 12 inches in height, shall be presumed to be objectionable and unsightly.~~ The following provisions relate only to the height of grass and weeds ~~on properties with an area or areas, which have remained in their natural state:~~

~~(4)~~(3) On lots ~~of 2 acres or more: that portion of the property that has remained in its natural state—~~ grass and weeds are not permitted to grow to a height in excess of eight ~~(8)~~12 inches ~~adjacent to a public or prescriptive road right of way for a distance of twenty (20) feet into the property from said right of way and within ten (10) feet of adjoining property. Beyond the above limits, grass and weeds are not permitted to grow to a height in excess of twenty four (24) inches, unless the vegetation is for agricultural operations:~~ and may then exceed 12 inches.

~~(5)~~(4) Agricultural ~~operation~~operations includes the following activities:

- (A) Cultivating the soil: (tilling soil in order to better prepare it for planting);
- (B) Producing crops for human food, animal feed, planting seed, or fiber;
- ~~(C) Floriculture;~~
- (C) - Floriculture (cultivation and management of ornamental and flowering plants);
- (D) Viticulture; (the cultivation or culture of grapes especially for wine making);
- (E) Horticulture; (growing fruits, vegetables, flowers or ornamental plants—wildflowers may exceed 12 inches when growing, but shall be mowed to a maximum height of 12 inches after seeding);
- (F) Silviculture; (dealing with the development and care of forests);
- (G) Wildlife management;
- (H) Raising or keeping livestock or poultry.

~~(6) This does not apply to front yards as defined in Supplemental District Regulations Section 156.37 (G) (1).~~

Regularly cultivated crops shall not be allowed to grow within the public ~~or prescriptive~~ road right-of-way of any public street or easement but shall be kept mowed. It shall be the duty of any person owning, claiming, occupying, or having supervision or control of any real property to cut and remove all weeds, brush, or other objectionable or unsightly matter as often as may be necessary; provided that the removing and cutting same at least once in every 30 days shall be deemed a compliance with this chapter; and to use every precaution to prevent the same growing on the premises to become a nuisance.

~~(For discussion at Parker~~As proposed by the P- & Z Meeting at meeting on January 10~~March 28,~~ 2013)

(PROPOSED APRIL 16)

156.37 SUPPLEMENTARY DISTRICT REGULATIONS

(D) *Lot maintenance.* In all districts, lots shall be maintained in such a manner as to be free and clear of debris. The following provisions relate only to the height of grass and weeds:

(1) On lots - grass and weeds are not permitted to grow to a height in excess of 12 inches unless the vegetation is for agricultural operations and may then exceed 12 inches.

(2) Agricultural operations includes the following activities:

- (A) Cultivating the soil (tilling soil in order to better prepare it for planting);
- (B) Producing crops for human food, animal feed, planting seed, or fiber;
- (C) Floriculture (cultivation and management of ornamental and flowering plants);
- (D) Viticulture (the cultivation or culture of grapes especially for wine making);
- (E) Horticulture (growing fruits, vegetables, flowers or ornamental plants—wildflowers may exceed 12 inches when growing, but shall be mowed to a maximum height of 12 inches after seeding);
- (F) Silviculture (dealing with the development and care of forests);
- (G) Wildlife management;
- (H) Raising or keeping livestock or poultry.

Regularly cultivated crops shall not be allowed to grow within the public road right-of-way of any public street or easement but shall be kept mowed. It shall be the duty of any person owning, claiming, occupying, or having supervision or control of any real property to cut and remove all weeds, brush, or other objectionable or unsightly matter as often as may be necessary; provided that the removing and cutting same at least once in every 30 days shall be deemed a compliance with this chapter; and to use every precaution to prevent the same growing on the premises to become a nuisance.

(As proposed by the P& Z at meeting on March 28, 2013)




Parks & Recreation

Quarterly Report – April 2013




P&R Agenda

- Parkerfest 2013
- Trail Status
- Keep Parker Beautiful
- Scout Projects
- 2013 – 2014 Budget



P&R – Trail Status

- Jeff is Currently Collecting Bids
- Trail Size Smaller than Planned
- Bart and Jeff Redesigned Trail to fit Budget
- Look at Future Grants for Next Years



P&R – Parkerfest 2013

- Parkerfest 2013 – Sandy Waites and Cindy Stachiw
- Date – October 26th (after State Fair)
- Activities
 - Get Families Involved
 - Horses (huge hit)
 - Carter Blood Care
 - Organic Gardner
 - Dog Agility Show
- Budget
- Vendors
- Started Earlier for 2013

P&R – Keep Parker Beautiful

- Sub-Committee Chair – TBD
- Dues and Report Due
- Work with Other Cities Surrounding Parker
- Need To Attend One KTB Training Session Annually

P&R – Scout Projects

- Sub-Committee Chair - Cindy Stachiw
- Split Rail
- Current Project
 - Plant Identification
 - Additional Bird Houses
- Working on Additional Project List

P&R – 2013 – 2014 Budget

- Leads – Julie Ellison and Joe Sterk
- Meeting this Week
- Will Work with Jeff, P&R, for Proposal



Parks & Recreation

Thank you!



RESOLUTION NO. 2013-_____

(Replacement of Capital Equipment and Vehicles for the Police Department)

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARKER, TEXAS
ESTABLISHING REPLACEMENT POLICY OF CAPITAL EQUIPMENT AND
VEHICLES FOR THE POLICE DEPARTMENT.**

WHEREAS, the City Council of the City of Parker, Collin County, Texas desires to establish a replacement schedule for capital equipment, including vehicles, for the Parker Police Department.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF PARKER, TEXAS AS FOLLOWS:**

SECTION 1. Replacement. The replacement schedule for police vehicles of the Parker Police Department shall be subject to the limitations of the City of Parker budget for each fiscal year, and prior council approval of specific capital items and equipment.

SECTION 2. Schedule. The planned replacement schedule for Parker Police Department vehicles will be after any one of the following has occurred:

A. 125,000 miles of service use

or

B. Accident or repair cost which exceeds 32% of fair market value of the vehicle based on fair condition from Kelly's blue book of car values, for major repairs (examples: engine, transmission, rear end, and on-board computers), also any multiple repairs in a fiscal year

or

C. Special circumstances resulting in a recommendation for replacement by the City Administrator, with subsequent approval by the City Council.

SECTION 3. Other Equipment. Other equipment, such as radios, lighting systems, video cameras and other equipment shall be approved by the city council, in advance.

SECTION 4. Prior Resolution. Resolution 2008-231, dated the 26th day of August, 2008 is repealed and replaced with this Resolution.

DULY RESOLVED AND ADOPTED by the City Council of the City of Parker, Texas, on this the _____ day of _____, 2013.