

MINUTES OF REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF
LUFKIN, TEXAS, HELD ON THE
2nd DAY OF OCTOBER 2001 AT 5:00 P. M.

On the 2nd day of October 2001 the City Council of the City of Lufkin, Texas, convened in a regular meeting in the Council Chambers of City Hall with the following members thereof, to wit:

Louis Bronaugh	Mayor
Dennis Robertson	Mayor pro tem
R. L. Kuykendall	Councilmember, Ward No. 1
Don Boyd	Councilmember, Ward No. 2
Lynn Torres	Councilmember, Ward No. 3
Bob Bowman	Councilmember, Ward No. 4
Jack Gorden, Jr.	Councilmember, Ward No. 5
C. G. Maclin	City Manager
James Hager	Asst. City Manager/Finance
Atha Stokes Martin	City Secretary
Bob Flournoy	City Attorney
Keith Wright	City Engineer
Kenneth Williams	Director of Public Works

Being present when the following business was transacted.

1. Rev. Eddie Ballard, Minister, First Baptist Church of Keltys opened meeting with prayer.
2. Mayor Bronaugh welcomed visitors present.

3. APPROVAL OF MINUTES

Motion was made by Councilmember Lynn Torres and seconded by Councilmember Bob Bowman that the minutes of the Regular Meeting of September 18, 2001 be approved as presented. A unanimous affirmative vote was recorded.

4. PUBLIC HEARING – TRAFFIC FLOW IN DOWNTOWN AREA

Mayor Bronaugh opened Public Hearing to consider traffic flow in the downtown area.

City Manager Maclin stated that he would ask the City's consulting engineering firm, KSA, to come and present a power point presentation for better insight and information about this consideration. Mr. Maclin stated that this presentation was presented to the Main Street Advisory Board last week and they will be providing some additional comments.

Stephen Dorman, Project Manager for the Downtown Project, stated that Allen Draper, Project Engineer would also be participating in this presentation. Mr. Dorman stated he would present the same presentation that he presented last week and would then like to answer the questions that came out of that presentation, and then open up the meeting to any comments or questions from the public.

Mr. Dorman stated that he would start with a brief summary of the overall scope of the project and to remind everyone of why they are doing what they are doing. Mr. Dorman stated that he would then present two options of the proposed improvements specifically to improve on-street parking and safety in the downtown area, which is two-way versus one-way traffic flow.

Mr. Dorman stated that some of the project elements are to replace the sidewalks, which is part of the TEXDOT T-21 grant, which the City has acquired, along with installation of historic lighting. Mr. Dorman stated that tree planters are to be provided in the sidewalk areas. Mr. Dorman stated that the City is taking the opportunity to go ahead and bring everything up to date including streets, water lines, utilities and the

storm sewer system. Mr. Dorman stated that the next slide was a graphic where the blue lines were of the streets that will be replaced, tearing out the existing asphalt or concrete pavement and coming back with new asphalt streets. Mr. Dorman stated that along the perimeter of the block where the red lines are would be brick pavers installed in the sidewalks. Mr. Dorman stated that the blue dots and green dots represent historic lighting and tree planters. Mr. Dorman showed a slide of a typical intersection in the downtown area. Mr. Dorman stated that a large part of what they are doing is bringing the handicapped parking into compliance whether it is slanted parking or parallel parking. Mr. Dorman stated that part of the sidewalks will be brick and part of the sidewalks will be concrete.

Mr. Dorman showed a slide of the existing street layout. Mr. Dorman stated that the project would include Frank, Lufkin Avenue, Shepherd, Burke, First Street, Second Street and Third Street. Mr. Dorman stated that the slide shows slant parking, parallel parking, on-street parking and off-street parking and the purple color denotes private parking.

Mr. Dorman stated that there are 355 on-street parking places in the project area, 78% of the parking spaces are parallel parking spaces. The remaining 22% are slanted parking spaces. Mr. Dorman stated that there are currently six handicapped parking spaces downtown that are marked but do not meet current slope requirements. Mr. Dorman stated that the average lane width in the downtown area is 9' wide. Mr. Dorman stated that some of the needs are additional on-street parking, additional handicapped parking spaces, and a need to find some kind of consistent lane widths along each street.

Mr. Dorman stated that he would like to present the two-way option as well as the one-way option giving advantages and disadvantages of both. Mr. Draper stated that the slide on the screen was the proposed two-way parking scenario and mimics the existing layout very closely. Mr. Draper stated that the major points of modification included along Lufkin Avenue would improve handicapped parking to meet regulations. Mr. Draper stated that the street widths would be changed by adding a foot or two on either side and would not be a drastic change from the existing widths. Mr. Draper stated that they also have a couple of proposed changes on Shepherd, taking out the parking at the turn lane, and at Burke they will re-do the whole area to provide for some slanted parking spaces.

Mr. Draper stated that some of the advantages for the two-way parking are that it maintains all the existing traffic and it is familiar to businesses and customers. Mr. Draper stated that it also maintains the same level of on-street parking.

Mr. Draper stated that some of the disadvantages include safety and accessibility. Mr. Draper stated that from an engineering standpoint two variables they have to deal with are lane width and parking layout.

Mr. Draper stated that one disadvantage to the proposed two-way street is that it continues use of existing lane widths. Mr. Draper stated that existing lane widths vary in the downtown area from 8' to 11', and most design references today use a 12' design standard lane. Mr. Draper stated that this proposal also keeps 75% of the parking as parallel. Mr. Draper stated that it also reduces parking in the central district of Lufkin Avenue due to handicapped parking requirements. Mr. Draper stated that on an average day along Lufkin Avenue, approximately 90% of the existing parking is utilized and that is about 132 spaces. Mr. Draper stated that about 14 of those spaces would be free at any given time. Mr. Draper stated that due to the handicapped requirements they have to provide additional handicapped spots and additional access spots, so about 10 spots are lost along this roadway. Mr. Draper stated that in doing that it will bump the utilization from 90% up to 97% so approximately four spots will be open on an average day. Mr. Draper stated that on a congested day, there would be no available parking down Lufkin Avenue.

Mr. Draper stated that in order to gain back some of that parking that was lost to the handicapped requirements; a one-way option was looked at. Mr. Draper stated that the map on the screen shows the proposed layout and the green arrows show direction of flow, a two-headed arrow shows two-way traffic, and a one-headed arrow shows one-

way traffic. Mr. Draper stated that they decided on this way out for several reasons, the primary reason is that it mimics the existing clockwise flow around the courthouse. Mr. Draper stated that it also allows access straight from Frank Avenue to the City Hall building for citizens to pay their water bills and also for access to the Regions Bank drive thru.

Mr. Draper stated that they had also worked up disadvantages for this particular layout. Mr. Draper stated that this layout changes existing traffic flow; it will be something new to people and may cause confusion at first. Mr. Draper stated that it results in the loss of two-way traffic in front of 40% of retail businesses and modifies Fire Department operations. Mr. Draper stated that the Fire Department would have to adjust their route leaving the Central Station. Mr. Draper stated that this has been discussed with the Fire Department and it is their feeling that it can be done and they are not providing any large opposition. Mr. Draper stated that it would also require traffic signal adjustment and increased signage.

Mr. Draper stated that the advantages of one-way traffic is that it allows uniformity in driving lanes and sidewalks, continuity in traffic flow, four way stops changed to two-way stops. Mr. Draper stated that at this time almost all of the stop signs in the downtown area are four way stop sign controlled intersections. Mr. Draper stated that the proposed two-way stop signs should reduce waiting time. Mr. Draper stated that it increases drive lane width and improves congestion and safety. Mr. Draper stated that at a minimum in the one-way layout all driving lanes would be 12'. Mr. Draper stated that it raises the level of on street parking from 355 to 435 spaces for a total gain of 80 spaces. Mr. Draper stated that it reduces parallel parking spaces from 79% to 39% of total parking.

Mr. Draper stated that additional slides would address safety and accessibility issues by discussing the lane width and parking further. Mr. Draper stated that these drawings are basically taken in sections through the street that is listed at the top. Mr. Draper stated that on First Street the proposed change is being recommended regardless of traffic layout, obviously First Street would maintain two-way driving. Mr. Draper stated that the existing lane is 9'10", it provides for minimal clearance between cars and the proposed section will take a couple of feet out of the sidewalks on each side and allow a 12' driving lane for both directions. Mr. Draper stated that Lufkin Avenue would change as well. At the present time there is slant parking on one side and parallel parking on the other side with a 10'6" drive lane in between to allow approximately 3' between vehicles that are moving and 1' between a moving vehicle and a parked vehicle. Mr. Draper stated that when the conversion is made to one-way streets, nothing is really gained as far as distance between vehicles, but it does allow for slant parking on each side, which picks up a lot of spaces and maintains a 12' drive lane.

Mr. Draper stated that Third Street is one of the most congested streets in downtown. It has parallel parking on each side and also has a 9' drive lane for both directions, which is viewed as an absolute minimum from a design standpoint. Mr. Draper stated that if this street is converted to one-way, a very large 18' drive lane is gained with 5' between vehicles.

Mr. Draper stated that Burke Street is another one of the really bad areas with parallel parking on each side and an 8 ½' drive lane. Mr. Draper stated that there is 1' between vehicles, which causes cars to almost come to a complete stop on this street in order for a car to pass. Mr. Draper stated that if this street is converted to a one-way street, a very large drive aisle is gained and there is plenty of space between vehicles.

Mr. Draper stated that the next slide represents a tally of available parking for each of the options. The light blue number represents the number of on-street spots in existing and the dark green represents the total number of spots for the one-way option. Mr. Draper stated that in most cases they were able to pick up quite a few spots by going to the one-way streets. Mr. Draper stated that the critical area is the core along Lufkin Avenue where 15% more parking is picked up over the existing case and 30% over the proposed two-way street. Mr. Draper stated that on the proposed two-way layout there is slant parking down one side and parallel down the other with the handicapped spots. Mr. Draper stated that with one-way option there is slant parking down each side and

even though there is some additional handicapped they are able to pick up numerous more parking spaces.

Mr. Dorman stated that in summary their task was to try to present the two-way layout and when they did that they immediately noticed parking and safety issues and discussed this with City staff and they were directed to look at the one-way option. Mr. Dorman stated that there are several benefits from the engineering standpoint that seemed to be there and they are working in the direction the City wants and what the public as well wants to see happen. Mr. Dorman stated that this is a "one shot" kind of deal where they can address issues while they are tearing up the roads from building to building and not try to come back in a few years and change it. Mr. Dorman stated that this is a change in philosophy but it needs to be decided on now before they move forward on the project.

Councilmember Robertson asked if either of the alternatives allowed for more landscaping than the other as far as trees and shrubbery opportunities along the sidewalks. Mr. Dorman stated that they are still looking at the same number of planters in the downtown area.

Councilmember Gorden stated that he is normally open to change but personally he sees more negatives to the one-way streets than the two-way streets. Mr. Gorden stated that he is certainly very interested in what the people in Lufkin think and he has not heard a lot from a lot of people. Mr. Gorden stated that some of the negatives he had thought of were: He appreciated the engineering team trying to address traffic safety but personally he thought some of that closeness has kept speeding down. Mr. Gorden stated that speeding was not a problem to him in the downtown area. Mr. Gorden stated that, in his opinion, it was kind of a negative approach to talk in terms of losing spots related to the handicapped spaces, and it could be that handicapped people are not going downtown because they do not have a good way to have that access. Mr. Gorden stated that we are in the process of beginning a program of building a multi-story parking garage downtown that is going to be in the neighborhood of \$2.5-3 million that will add a lot of parking downtown and he is not sure that this has been considered. Mr. Gorden stated that it appears in some of the proposed one-way sections that if the parking were fully occupied and the street was blocked for some reason, that would totally eliminate any emergency vehicles being able to get through. Mr. Gorden stated that on a two-way street this would not happen. Mr. Gorden stated that he wished that the widths of the driving lanes could be increased, but he personally thinks that doing that in this case could increase the speeds that people travel.

Mr. Dorman stated that someone had mentioned the parking garage last week as a solution to downtown parking. Mr. Dorman stated that one of the things that helps keep the speed down now is that you have to stop at each block. Mr. Dorman stated that as far as safety they are looking at the distance between somebody parking and trying to get out of their vehicle in a parallel situation versus driving lane, and also to get the emergency vehicles the access they need in a wider lane section. Mr. Dorman stated that he would concur that there is a potential problem when you have two parked cars and one lane of traffic and having to re-route because of an emergency.

Councilmember Bowman asked if the safety issue revolved around the parallel parking which is a very cumbersome system. Mr. Bowman asked if the slant parking would be more efficient than parallel parking. Mr. Draper stated that the parallel parking does tend to congest traffic and create hazard and that is one reason they pointed out that the proposed one-way layout reduces that ratio.

Mr. Draper stated that he would like to address some of the issues that Mr. Gorden brought out. Mr. Draper stated that in talking about the loss of parking spots due to the ADA requirement, they were not actually considering these parking spaces as lost, but what they were considering as loss was the island between the spaces. Mr. Draper stated that between each handicapped parking space there must be an access aisle, which actually causes the loss of parking. Mr. Dorman stated that with two-way streets you would be keeping the current level of parking but in the main thoroughfare of Lufkin Avenue and First Street you are actually losing some of those spaces, but are gaining some handicapped spaces. Mr. Draper stated that it has been his experience that Lufkin Avenue can be completely packed with no spots available, but once you get

outside this core area there are plenty of parking spaces. Mr. Draper stated that it helps when the City has an event if the parking is maximized, but it really doesn't address the congestion.

Councilmember Gorden stated that he worked downtown most of his life but does not any more. Mr. Gorden stated that it seems to him that over the years a lot of the parking congestion there is related to the people who work downtown. Mr. Gorden stated that he does not think it will be long before the parking garage downtown is finished. Mr. Gorden stated that if a large number of the people who work downtown could park in the parking garage it would leave all the other spaces for much easier in and out parking whether it is parallel or otherwise. Mr. Dorman stated that his office is in the Perry Building so they are part of the people who park downtown as well.

In response to question by Councilmember Bowman, City Manager Maclin stated that the Brazos Transit is building the downtown-parking garage. Mr. Maclin stated that its primary purpose will be as the transit headquarters and a transportation center not only for the transit system but for the commercial buses, taxi cab stand, etc. Mr. Maclin stated that one of the additional benefits, as the City has been told by the Brazos Transit Company, is that multi-story parking could be added.

Mayor Bronaugh stated that the Transit System has mentioned using a shuttle for people who park in the garage. Mayor Bronaugh stated that they would also be addressing parking for the Federal Court since it is now a full time court.

Councilmember Boyd stated that in looking at the layout, the angled parking would be a lot more safer than parallel parking. Mr. Boyd stated that the streets are narrow and once a person has paralleled parked there is a chance that their doors will be knocked off trying to get out of their car. Mr. Boyd stated that he does not see any problem with the proposed one-way streets, and in his opinion, a lot of people just do not want change.

Councilmember Robertson asked if anyone had statistics on accidents that have occurred in the downtown because of the narrow streets. Mr. Dorman stated that they had planned on looking up these statistics for tonight's meeting but ran out of time. Mr. Robertson stated that if we have a high accident area because of the system we have, and then it would demonstrate that we have a safety problem and if we don't have a lot of accidents, then it would appear that we do not have a safety problem. Mr. Robertson stated that his experience in going to a strange city with one-way streets has not been good because if he is looking for a place of business he ends up being concerned that he will get a ticket. Mr. Robertson stated that the City had one-way streets before and he does not know why they were changed back, but he would assume that there was a lot of opposition. Mr. Robertson stated that when we started talking about the downtown improvements his thought was that we would create a downtown type of atmosphere with landscaping and wider sidewalks and those opportunities for visiting on the sidewalks but it sounds like the sidewalks are being narrowed more than they are already and he is not sure that he likes either alternative. Mr. Draper stated that in each of the proposed designs we will lose some width in the sidewalk varying from 6" to a foot in each case. Mr. Dorman stated that on First Street we would lose 2' to try to get the 12' lanes that are needed with the parallel parking. Mr. Robertson stated that the kind of downtown that he would envision would have the wider sidewalks where you have the opportunity for outdoor cafes or to create kind of a mall-type atmosphere in downtown that would attract more people downtown. Mr. Robertson stated that if we narrow the streets and only accommodate the cars and not the pedestrians, then we are not really helping the opportunity to get the pedestrians in to the inner city in his estimation. Mr. Dorman stated that Lufkin does have an effective downtown and when this project is completed Lufkin will be the model city as far as the downtown area. Mr. Dorman stated that they wanted to enhance what is going on downtown right now and not deter from it at all. Mr. Dorman stated that one of the things they are looking at is that if you lose a little of the sidewalks but gain safety that might help in the future for bigger events when people come downtown. Mr. Dorman stated that they were looking at how to move people safely downtown during parades and special events.

Dwight Thrash, a long time resident of Lufkin, stated that he is proud of all of the proposed improvements to downtown. Mr. Thrash stated that there had been a lot of talk over the past year about the improvements downtown and he would like to know when the project was going to get started. Mr. Thrash stated that about four months ago one of the engineers talked about planning for the future and amazingly there was not any talk of one-way streets. Mr. Thrash stated that he remembered when there were one-way streets downtown and downtown nearly died. Mr. Thrash stated that the City Commission caught so much flack that they changed it back to two-way streets. Mr. Thrash stated that he would support the City Council in whatever decision they make, but would like for them to hurry up and get started.

Jerry Adams, President of the Main Street Advisory Board, stated that their Board met on the 20th of September and it was their recommendation to advise that the proposal of the one-way streets be accepted. Mr. Adams stated that the Main Street Advisory Board feels like the advantages outweigh the disadvantages.

Councilmember Bowman asked what time period the City had one-way streets in downtown. Mr. Thrash stated that he remembers it being in the 1960's. Mr. Bowman stated that about that same period of time we began to see the shift of downtown to the mall area, and in his opinion; it is not fair to say that the one-way streets killed the downtown area. Mr. Bowman stated that what killed the downtown area was the mall development south of Lufkin. Mayor Bronaugh stated that downtown is not dead, but is alive and well. Mr. Gordon stated that he is not sure that the one-way streets did not hasten the demise of downtown.

Councilmember Bowman stated that Nacogdoches has some one-way streets and that doesn't seem to be a problem. Mr. Bowman stated that he would be guided by the people on the Main Street Advisory Board who own businesses and work downtown every day.

City Manager Maclin stated that this item is not on the agenda to be voted on tonight but the intent tonight was to have a Public Hearing to have the opportunity for public input and to hear the presentation from the project engineer and give Council a couple of weeks to think about it. Mr. Maclin stated that he would ask Mr. Dorman and Mr. Draper to come back in two weeks so that they can address any questions that Council may have. Mr. Maclin asked that Mr. Dorman and Mr. Draper get with the Police Department and get the answer to the question of accident statistics and provide that information for the Council packet.

In response to question by Mayor Bronaugh, Mr. Dorman stated that at this time they are looking at issuing the plans and specifications for the project in January with a construction date of May or June of next summer. Mayor Bronaugh stated that the approximate start up for the Transit Building project would also be about the same time. Mr. Dorman stated that the engineering firm is working on the underground part of this project at this time.

Mayor Bronaugh closed Public Hearing.

5. ORDINANCE – APPROVED – SECOND READING – WATER RATES

Mayor Bronaugh stated that the next item for consideration was Second Reading of an Ordinance to amend the proposed water rates.

City Manager Maclin stated that as discussed at the presentation at the last meeting, we have a three-phase recommendation of the City's water rates that would provide a more proportionate balance between residential, commercial and industrial categories so that each category is paying its appropriate fair share of expense for the actual cost of water.

Motion was made by Councilmember Don Boyd and seconded by Councilmember Bob Bowman that Ordinance to amend the proposed water rates be approved on Second and Final Reading. A unanimous affirmative vote was recorded.

6. HIPPA RESOLUTION – APPROVED

Mayor Bronaugh stated that the next item for consideration was approval of the HIPPA Resolution.

City Manager Maclin stated that HIPPA stands for Health Insurance Portability and Accountability Act of 1996 and since 1996 Council has had this Resolution for consideration because it is required by law. Mr. Maclin stated that this is an opportunity for the City because we are a self-insured program and set our own rules and regulations to be exempted from some issues at a Federal level. Mr. Maclin stated that this serves the citizens as well as the employees of the City of Lufkin in a better format. Mr. Maclin stated that he would encourage the Council to approve this Resolution as they have done for the past five years.

Motion was made by Councilmember Don Boyd and seconded by Councilmember Jack Gorden, Jr. that the Hippa Resolution be approved as presented. A unanimous affirmative vote was recorded.

7. REDISTRICTING REPORT FROM CONSULTANTS – ESTABLISHING A PUBLIC HEARING DATE TO CONSIDER ADOPTION OF A REDISTRICTING PLAN

Mayor Bronaugh stated that the next item for consideration was acceptance of redistricting report from consultants and establishing a Public Hearing date to consider adoption of a redistricting plan.

City Manager Maclin stated that present tonight are Dr. Leon Hallman and Dr. Ron Claunch who were retained a few months ago to do the City's redistricting in compliance with the 2000 census. Mr. Maclin stated that they have reports and some maps to show for Council's preliminary review. Mr. Maclin stated that the action that staff would seek from Council tonight specifically is to set a Public Hearing two weeks from tonight on October 16th.

Dr. Claunch stated that Dr. Hallman was putting up the existing map of the City's single member districts. Dr. Claunch stated that the first thing that they did in their project was to take the 2000 census as supplied by the Bureau of Census and then had to re-determine the population of those existing boundaries. Dr. Claunch stated that in doing that there is a legal requirement that the population of the districts cannot vary more than 10% from the least populated district to the most populated district. Dr. Claunch stated that they took the City's population and divided it by the number of single member districts, then the ideal or average total population of each district according to the 2000 census should be 5,452. Dr. Claunch stated that the tables that Dr. Hallman has presented to the Council show the results of their finding and then the table is also on the transparency on the screen. Dr. Claunch stated that according to the 2000 census, three of the districts are under populated. Dr. Claunch stated that District #1 is under populated by 13.8%, District #3 is under populated by 10.2% and District #6 is under populated by 2.3%. Dr. Claunch stated that they also found that there are three districts that are over populated: District #2 is close to being ideal but it has 1.6% more persons than it needs to have: District #4 has 12.5%; and, District #5 has 12.3% more than is needed. Dr. Claunch stated that the comparison they are making is to that ideal population figure of 5,452, and so when you take the highest negative number and you take the highest positive number and then with the proper roundings, what you end up having is a total variance of 26.2%. Dr. Claunch stated that the maximum variance that is allowed is 10%. Dr. Claunch stated that what that means is that when they do the analysis using the census figures that the districts are out of compliance simply with that population equity requirement often referred to the "one man, one vote" requirements, and therefore, there is the need to redistrict.

Dr. Claunch stated that what he and Dr. Hallman have done in the second stage is to look at those population disparities and what they are prepared to do now is a proposed plan to rectify the problems with those population disparities.

Dr. Hallman stated that as Council can tell from the chart that they have, there was some major changes that are anticipated in order to bring the City into compliance. Dr. Hallman stated that there are two maps – one is of the existing districts and the second

one is the proposed districts. Dr. Hallman stated that turning to the third page of the "Proposed Districts 2000", the integrity of the minority districts has been maintained in Districts 1 and 2, and the variance has been brought into compliance at a total of 9.5. Dr. Hallman stated that there are still differences from the ideal; those will always be the case, and particularly when you try to maintain the historical integrity since the 1970's of minority representation. Dr. Hallman stated that in dealing with areas 1 and 2, the area shown on the map has been brought into District 1. Dr. Hallman stated that the next area is brought in from District 3 into District 1. Dr. Hallman stated that there are two adjustments to District #1. Dr. Hallman stated that this brings District #1 then to a 2 plus 2 variance with a 53.6% black population and a total of 84.3% of all minorities, and that is one of the criteria that the Department of Justice will look at. Dr. Hallman stated that leaves District #2, while it is 6.8% under populated, it does maintain a majority for blacks and a total of 77.3% for minority district in toto. Dr. Hallman stated that District #3 then has adjustments because on the original chart it was 10% under and we just donated a little to District #2, so we have to compensate for that. Dr. Hallman stated that the large yellow area is territory that becomes District #3. Dr. Hallman stated that District #3 then becomes only 2.6% off of the ideal and brings it into compliance. Dr. Hallman stated that District #5 was one that was way over populated and needed to have adjustments made to it as did District #4. Dr. Hallman stated that the territory that comes to District #3 comes from Districts 4 and 5. Dr. Hallman stated that the last area only has 30 people in it, but it ends up being more of a cosmetic adjustment and it gets away from the existing boundaries following an old City limit line as a boundary. Dr. Hallman stated that whenever they have the opportunity they like to move the boundaries to identifiable ones (roads, creeks, etc.)

Dr. Hallman stated that this particular proposal meets all the criteria established by Federal court rulings and the Department of Justice. Dr. Hallman stated that it maintains the integrity of the historical integrity of minority representation and does bring the City into compliance and the boundaries are identifiable. Dr. Hallman stated that they would be glad to answer any questions of Council.

Councilmember Bowman asked if all the Councilmembers remain in their current districts. Dr. Hallman stated that when they began the project they had no knowledge of where the Councilmembers lived; the adjustments were made, and they decided to check and all of the Councilmembers remain in their appropriate places.

Councilmember Bowman requested a copy of each of the redistricting maps. City Manager Maclin stated that maps would be provided to all Councilmembers.

Dr. Hallman stated that they would be back on October 16th for the Public Hearing.

Motion was made by Councilmember R. L. Kuykendall and seconded by Councilmember Don Boyd to accept the redistricting report from the consultants (Dr. Hallman and Dr. Claunch) and to establish a Public Hearing date for October 16, 2001. A unanimous affirmative vote was recorded.

8. BID - APPROVED - COMPUTER MOUNTS - LAPTOP COMPUTERS FOR PATROL CARS - POLICE DEPARTMENT - L & E MOBILE COMPUTERS

Mayor Bronaugh stated that the next item for consideration was bids for computer mounts for the laptop computers in the patrol cars for the Police Department.

City Manager Maclin stated that included in the Council packet is the bid tabulation for this item. Mr. Maclin stated that this is the item that is bolted to the floor of the car and mounted so that the computer can ride as the Police car goes through rough bumps and railroad tracks, etc., and keep it secure. Mr. Maclin stated that the mounts would last longer than the computers. Mr. Maclin stated that staff is recommending the low bid of L & E Mobile Computers in the amount of \$15,978.80.

In response to question by Councilmember Gorden, City Manager Maclin stated that these were the only people who responded that met the bid specifications. Mr. Gorden stated that he would like for staff to try and get more than one bidder.

In response to question by Mayor Bronaugh, City Manager Maclin stated that in our specifications for future computers we would specify that the computers fit this particular mount in order to prevent having to spend this \$15,000 again.

Mayor Bronaugh asked if staff was making an effort to get more than one bid on each item that is bid out. City Manager Maclin stated that yes, staff did try to get as many bids as we can get and sometimes we are successful in getting 10 or 12 bids, but unfortunately this is a very specialized item and so the ability to get additional bids on this was much more limited than some of the items that the City receives bids on.

Motion was made by Councilmember Don Boyd and seconded by Councilmember Dennis Robertson that the bid of L & E Mobile Computers in the amount of \$15,978.80 be approved as submitted. A unanimous affirmative vote was recorded.

9. BID – APPROVED – A/C DUCT CLEANING – CITY HALL – DUCTBUSTERS, INC.

Mayor Bronaugh stated that the next item for consideration was bids for A/C duct cleaning in City Hall.

City Manager Maclin stated that included in the Council packet is a letter from the City's engineer who prepared the specifications and put the bid out. Mr. Maclin stated that staff is recommending the low bid of Ductbusters, Inc. in the amount of \$44,956.00.

Motion was made by Councilmember Dennis Robertson and seconded by Councilmember R. L. Kuykendall that bid of Ductbusters, Inc. in the amount of \$44,956 be approved as submitted. A unanimous affirmative vote was recorded.

10. BID – APPROVED – CULVERHOUSE STREET RECONSTRUCTION – LOGGINS & SONS

Mayor Bronaugh stated that the next item for consideration was bids for Culverhouse Street reconstruction.

City Manager Maclin stated that included in the Council packet is the bid tabulation on this item, which is part of the Capital Improvements bond program. Mr. Maclin stated that staff recommendation is the low bid of Loggins & Sons in the amount of \$598,763.22. Mr. Maclin stated that Council would have to give staff direction if they want to add a 4' sidewalk to the project and an add-on of \$60,000 will have to be added to the total amount.

Councilmember Boyd stated that, in his opinion, the sidewalks need to be added to this project. Mr. Kuykendall stated that the first two blocks of Culverhouse already have sidewalks on one side of the street. Mayor Bronaugh stated that a sidewalk is needed on every street in the City.

City Manager Maclin stated that in regard to the comment by the Mayor in directing staff to include sidewalks in all future street projects, he would say that based on the 10 ½ years he has been City Manager in Lufkin, there are differing opinions of sidewalks in different neighborhoods. Mr. Maclin stated that there have been neighborhoods that were quite vehemently opposed to sidewalks, case in point is Paul Street in the 1994 street bond election. Mr. Maclin stated that they polled the citizens and 92% of them did not want sidewalks in their neighborhood. Mr. Maclin stated that ideally it would be great to have sidewalks in every neighborhood but being sensitive to the public desires, sometimes that is money that could be saved because the neighborhoods or the citizens in that area want it to be saved because they do not want sidewalks. Mr. Boyd stated that in this situation there are more people walking on Culverhouse than you have on other streets. Mr. Kuykendall stated that Culverhouse is a thoroughfare to Highway 69 and the traffic in terms of speed will be increased when the street is completed.

Mr. Wright stated that staff and Council would have the opportunity to address the issue of sidewalks when work begins on the Subdivision Ordinance, and sidewalks can be

added to the requirements if Council so desires. Mr. Wright stated that sidewalks can be added on one side of the street only, and other options can be put forth for consideration.

City Manager Maclin stated that this \$598,763 represents the base and sub-base and liming and preparation, and City crews will be installing the asphalt. The estimated total cost including the sidewalks will be \$1,700,577 and that includes \$201,314 for the asphalt, \$122,500 for the engineering and \$25,000 for right-of-way acquisition. Mr. Maclin stated this project is a little over the \$970,000 estimate.

Motion was made by Councilmember Don Boyd and seconded by Councilmember Jack Gorden, Jr. that the bid of Loggins & Sons in the amount of \$598,763.22 and the alternate bid for 4' sidewalks in the amount of \$60,000 be approved as submitted. A unanimous affirmative vote was recorded.

11. CALENDAR NOTATIONS FROM MAYOR, COUNCILMEMBER, AND CITY MANAGER

City Manager Maclin stated that on Thursday at 11:30 a.m. there would be a joint meeting of the City Council, Planning & Zoning Commission and the Comprehensive Plan Steering Committee at Piney Point to consider the Comprehensive Plan Update draft.

City Manager Maclin stated that the Finance Committee would be meeting on October 16 at 3:00 p.m.

City Manager Maclin stated that the Red Ribbon parade would be held on October 23rd.

City Manager Maclin stated that the City Employee Awards Banquet would be held on October 30th at 6:30 p.m. at the Civic Center

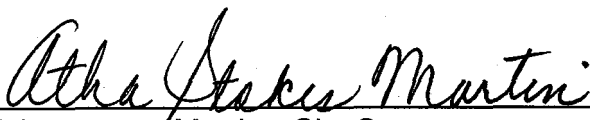
City Manager Maclin stated that November 6th will be election day and would include the Groundwater District and Proposition 15.

City Manager Maclin stated that November 8th there would be a joint meeting of the City Council and the Lufkin Board of Development.

12. There being no further business for consideration, meeting adjourned at 6:25 p.m.


Louis Bronaugh
Mayor

ATTEST:


Atha Stokes Martin - City Secretary