



# City of League City, TX

300 West Walker  
League City TX 77573

## Meeting Minutes City Council

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Tuesday, October 9, 2018

5:00 PM

Council Chambers  
200 West Walker Street

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### Council Work Session

The City Council of the City of League City, Texas, met in a work session in Council Chambers at 200 West Walker Street on the above date at 6:00 p.m.

**Mayor:**

**Pat Hallisey**

**City Council Members:**

**Dan Becker  
Hank Dugie  
Larry Millican  
Todd Kinsey  
Greg Gripon  
Keith Gross  
Nick Long**

**City Manager:**

**John Baumgartner**

**Assistant City Manager**

**Bo Bass**

**Assistant City Manager**

**Michael Kramm**

**City Attorney:**

**Nghiem Doan**

**City Secretary:**

**Diana M. Stapp**

**Interim Chief of Police:**

**Gary Ratliff**

**Director of Budget/Project Management**

**Angie Steelman**

**Director of Engineering:**

**Christopher Sims**

**Director of Finance:**

**Allena Portis**

**Director of Human Resources/Civil Service:**

**Janet Shirley**

**Director of Parks & Cultural Services:**

**Chien Wei**

**Director of Planning/Development:**

**David Hoover**

**Director of Public Works:**

**Jody Hooks**

### 1. CALL TO ORDER AND ROLL CALL OF MEMBERS

Mayor Hallisey called the meeting to order at 5:11 p.m. and called the roll. All members of Council were present except Mr. Long and Mr. Gross. Mr. Kinsey arrived at 5:39.

Absent 2 - Mr. Keith Gross and Mr. Nick Long

Present    6 -    Mayor Pat Hallisey, Mr. Dan Becker, Mr. Hank Dugie, Mr. Larry Millican, Mr. Todd Kinsey and Mr. Greg Gripon

2.    **PRESENTATION ON THE UPDATES FOR THE LEAGUE CITY MASTER MOBILITY PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN**

Christopher Sims, Director of Engineering, introduced Eddie Haas, Freese and Nichols who gave the Master Mobility Plan Update.

**Benefits of Transportation Planning:**

- Framework for Growth
- System Alignments/ROW Preservation / Design Standards
- Land Use / Transportation Relationship
- Multimodal Considerations
- Coordination with Other Planning Initiatives
- Infrastructure and Utilities Coordination
- Capital Improvements Programming
- Funding of Improvements
- Informed Public

**Mobility Planning Process – Study Process:**

1. Guiding Principles and Goals
2. Assessment of Existing Systems
3. Travel Forecasting
4. Mobility Plan Update
5. Implementation & Prioritization
6. Documentation

**MOBILITY CENTERED GOALS AND OBJECTIVES:**

**Mobility, Safety and Preservation of Existing Infrastructure**

Investment in maintenance, rehabilitation, safety and reconstruction of existing systems.

**Fiscal Stewardship**

Provide a detailed roadmap of actions for transportation and infrastructure improvements.

**Enhance Economic Vitality**

Enhance the economic competitiveness using resources in a cost effective manner.

**Special Place to Live**

Reflects community priorities on protecting quality of life and natural environment.

**Existing Thoroughfare Plan**

<b>Functional Classification</b>	<b>Min R-O-W</b>	<b>Lanes</b>
<b>Major Arterial</b>	<b>100</b>	<b>2-6</b>
<b>Minor Arterial</b>	<b>80</b>	<b>2-4</b>
<b>Minor Collector</b>	<b>70</b>	<b>2-4</b>
<b>Residential Street</b>	<b>60</b>	<b>2</b>

**TRAVEL DEMAND MODELING:****Update City Demographics**

- League City Staff input on population and employment growth
- Review of existing and planned developments
- Demographics collected for 2015, 2025, and 2040 forecast years
- Update Traffic analysis Zones for H-GAC model run

**Update of Thoroughfare Networks**

- Review of base H-GAC networks
- League City staff input on planned roadways and lane configurations
- Review of previous thoroughfare networks

**BASE 2040 MODEL RUN:****Network Performance**

- Total 2015 Network VMT 1.6 Million
- Total 2040 Network VMT 2.9 Million (50 percent increase)

**High Volume Corridors**

- FM 518: 65,700
- Hobbs Rd: 44,700
- SH 3: 40,500
- League City Pkwy: 34,000

**High Congestion Corridors**

- FM 518
- Walker Street
- FM 1266
- Hobbs Road

**Generally adequate lane capacity****Two-Lanes (w/left turn lane): 18,300****Four-Lanes (w/left turn lane) 36,800****Four-Lanes (w/left turn lane) 55,300**

**Operational deficiencies largely due to access management****MAPS:**

**Recommended thoroughfare Map, Recommended Major Arterials, Recommended Minor Arterials, Recommended Collectors, Network Additions,**

**KEY NETWORK ADDITIONS: Project Implementation Timing****Short Term (0-5 Years)**

- **League City Pkwy Extension**
- **Hobbs Rd Extension**
- **Madrid Ln Extension**
- **Landing Blvd Extension (North)**
- **Palomino Extension**

**Mid-term (5-15 Years)**

- **Bay Area Blvd Extension**
- **Landing Extension (South)**

**Long-Term (15 + Years)**

- **Grand Parkway (SH99)**
- **Ervin Street Extension**
- **New Street C**
- **Maple Leaf Extension**

**THOROUGHFARE RECOMMENDATIONS****Recommended Functional Classifications**

- **Flexible ROW**
- **Variable Lane Configurations**
- **Includes urban and rural contexts**

**Recommended Cross Sections**

- **Major Arterials**
  - **Major arterials are ideal for long distance trips and handling large volumes of traffic at a high level of mobility.**
  - **Lane configurations include two (2) to six (6) 12-foot lanes within 100-120 feet of right-of-way.**
  - **Examples of major arterials include League City Parkway and Main Street.**
- **Minor Arterials**
  - **Minor arterials accommodate moderate traffic volumes at relatively low speeds and provide a link between major arterials and collectors.**
  - **Lane configurations include two (2) to four (4) 12-foot lanes within 80-120 feet of right-of-way.**
  - **Examples of minor arterials include Ervin Avenue and Louisiana Avenue.**

- Collectors
- Collector facilitate short trips at low speeds with a high level of access, and primarily connect commuters to higher class facilities.
- Lane configurations include two (2) to four (4) 12-foot lanes within 80-90 feet of right-of-way. An additional 10 feet of ROW added to rural collectors.
- Examples include the northern segment of Landing Boulevard and Texas Avenue.

#### **RECOMMENDED IMPROVEMENTS - System Wide Improvements**

Many corridors congested due to overloaded intersections.

Additional ROW should be preserved for:

Major arterial to major arterial intersections

Major arterial to minor arterial intersections

Access management strategies are needed for high congestion corridors.

Right and Left turn lanes

Driveway consolidation

Traffic signal synchronization

100' minimum storage areas for left and right-turn bays

#### **NEXT STEPS**

- Plan Documentation
- Planning and Zoning Commission
- Transportation and Infrastructure Committee
- City Council Public Hearing
- Plan Approval and Adoption

### **3. PUBLIC COMMENTS**

### **4. ADJOURNMENT**

At 5:42 p.m., there being no further business the meeting was adjourned.

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**PAT HALLISEY**  
**MAYOR**

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**DIANA M. STAPP**  
**CITY SECRETARY**

(SEAL)

**MINUTES APROVED:**