



**MINUTES
WATAUGA CITY COUNCIL
WORKSHOP MEETING
CITY HALL COUNCIL CHAMBER,
7105 WHITLEY ROAD,
MONDAY, MAY 12, 2025
5:30 PM**

CALL TO ORDER

Mayor Arthur Miner called the meeting to order at 5:30 p.m.

ROLL CALL

The meeting convened with the following members present:

Arthur L. Miner
Cris Blackburn
Pat Shelbourne
Lovie Downey
Andrew Neal
Malissa Minucci
Mark Taylor
Jan Hill

and

Sandra Gibson
Linda Proskey
Victoria Thomas
Randy Richards
Paul Hackleman

Mayor
Mayor Pro Tem/Council Member Place 2
Council Member Place 1
Council Member Place 3
Council Member Place 4
Council Member Place 5 Arrived at 6:05 pm
Council Member Place 6 Absent w/notice
Council Member Place 7

Interim City Manager/Finance Director
City Secretary
City Attorney
Assistant Public Works Director
Public Works Director

ANNOUNCEMENTS

There were no announcements made.

Public Comments/Public Testimony

There were no requests to speak

PRESENTATIONS

- 1. Traffic Safety Options for Hightower Drive, Watauga Road west of US 377, Park Vista Blvd, Starnes Road, and North Park Drive. Review of speed limits on local roads and options for reducing speed limit from 30 miles per hour to 25 miles per hour.**

Paul Hackleman, Director of Public Works, presented the item on traffic safety concerns related to Hightower Drive, Watauga Road west of US 377, Park Vista Boulevard, Starnes Road, and North Park Drive. Key issues included drivers using the shoulder, driving straight through a right-turn-only lane, and general concerns about visibility and speeding.

Hackleman reviewed the city's visibility triangle standards, requiring a 25' x 25' clear zone from property lines at intersections—effectively 35 feet due to setbacks. He also outlined tree clearance requirements: 8 feet over sidewalks, 10 feet within visibility triangles, and 14 feet over streets, to ensure visibility and clearance for pedestrians and emergency vehicles.

He noted low compliance with existing signage and striping on Hightower. Current traffic buttons are outdated, inconsistent, and not reflective. Short-term improvement options include repainting markings, adding reflective buttons, and installing flags on signs to draw attention—though none offer a physical barrier.

Longer-term solutions discussed included bulbs at intersections, rumble strips, and vertical traffic panels. Emergency services opposed permanent curb extensions to maintain emergency vehicle access. Hackleman noted that feasibility depends on location, particularly where driveways and on-street parking are present.

He also outlined planned upgrades under the Capital Improvement Plan (CIP). The proposed changes include a center turn lane, narrowed parking lanes (from 12 to 8 feet), and bulbs. From Lyndale to Whitley, the street will be reduced from 48 to 34 feet wide, reconfigured into three lanes with a raised median and a pedestrian/bike trail. These improvements aim to enhance traffic flow and safety while maintaining residential parking where possible.

During discussion, Councilmembers asked about paint durability, traffic button effectiveness, and rumble strip costs. Hackleman explained that regular paint lasts 3–12 months depending on traffic and is easier to maintain than thermoplastic. Buttons, though somewhat effective, cost about \$5 each and could be expensive across 40+ locations, particularly if removed during reconstruction. A phased approach—starting with paint and flags, followed by buttons if needed—was generally supported.

The Council also discussed parking limitations along North Park Drive and Hightower. Hackleman suggested considering selective no-parking zones, particularly on the south side of Hightower where homes face side streets. While this could improve visibility, it may be unpopular with residents.

The discussion concluded with general agreement to begin with paint and signage improvements, with the option to add buttons later. Hackleman confirmed that future additions could be included in the CIP budget or future maintenance planning.

Public Works Director Paul Hackleman presented a potential future \$50,000 budget request to restripe Watauga Road from Denton Highway to the western city limit, as well as the entire length of Park Vista. The roads were originally striped with raised pavement markers (buttons), but most have since worn away, prompting a warning from the Federal Railroad Administration regarding quiet zone compliance near the tracks. Although fresh paint has been applied at the crossings, full restriping is still needed. Once completed, Tarrant County could maintain the roads under an interlocal agreement. Director Hackleman also addressed a prior council request from 2019 to lower residential speed limits from 30 to 25 mph—an action that can now be taken without traffic studies under state law, provided the roads are local and under four lanes wide. A \$60,000 estimate over five years was proposed to replace all speed limit signs in-house, beginning with the most problematic areas. He also noted that two bills currently remain in committee, which would allow lowering speed limits to 20 mph without a study. Council consensus leaned toward including a budget line item for 25 mph signage, with flexibility to adjust based on legislative outcomes. Additional discussion included concerns about a large truck obstructing the Meadowbrook sight triangle; Chief Lewis reported that code enforcement has been assigned flexible evening hours to monitor and respond appropriately to violations.

ADJOURNMENT

Mayor Miner adjourned the meeting at 6:18 p.m.

Approved: this 28th day of July, 2025

Signed: this 29th day of July, 2025

APPROVED:

/s/ Arthur L. Miner

Arthur L. Miner, Mayor

ATTEST:

/s/ Linda Proskey

Linda Proskey, City Secretary

