



**TAKE NOTICE THAT A REGULAR MEETING
OF THE BOARD OF COMMISSIONERS
OF THE CITY OF PHARR, TEXAS
WILL BE HELD AT CITY HALL, COMMISSIONERS' ROOM,
118 S. CAGE BLVD., 2ND FLOOR, PHARR, TEXAS
COMMENCING AT 4:00 PM ON
MONDAY, MAY 1, 2023**

The City of Pharr has called this meeting as allowed pursuant to Texas law, city charter, and city ordinances. The governing body may recess from day to day when it does not complete consideration of a particularly long subject as authorized by law. All persons desiring to address the governing body must register with the presiding city clerk prior to the scheduled meeting.

1. CALL TO ORDER:

A) Roll call and possible action on the excusing of any absent member of the governing board.

B) Pledge of Allegiance/Invocation.

2. PUBLIC TESTIMONY: (Ordinance No. O-2019-45). A person intending on addressing the governing body may speak at a scheduled meeting of the governing body following registration with the presiding clerk and prior to the scheduled meeting. A registered speaker may speak only on items on the agenda and may not exceed 1.5 minutes when addressing the board regarding an agenda item. A registered speaker may not donate time to another speaker. A sign-in form for public testimony shall be promulgated by the presiding clerk and be made available at the city clerk's office. A person may sign up for public testimony beginning at the time the agenda is posted for the meeting. A person may not sign up later than one hour before the posted meeting is scheduled to begin. No registered speaker may be allowed to speak regarding an item once the public testimony portion of the agenda has ended.

3. PUBLIC HEARINGS: (Ordinance No. O-2019-31). A registered speaker during the public hearing may not exceed 1.5 minutes when addressing the board. A sign-in form for participation in public a hearing shall be promulgated by the presiding clerk and be made available at the city clerk's office. The public hearing sign-in form shall include the person or entity's name, address, telephone number, other contact information, organization if applicable, and other notices, authorizations, and acknowledgements as may be allowed by law from time to time. No registered speaker may be allowed to address the governing body once the public hearing has closed.

A) Public hearing on development services cases.

4. CITY MANAGER'S REPORTS: (City Manager's Administrative Reports and discussion, if any, with governing body. The City Manager may also assign a designated spokesperson for any particular listed topic)

AGENDA REGULAR MEETING
May 1, 2023

A) Presentation by Linebarger Goggan Blair and Sampson, LLP of Delinquent Tax Collection Report FY 2022-2023. **This item supports SG - Sound Governance and Fiscal Sustainability.**

B) Submission of Property Tax Collection Report for March 2023. **This item supports SG - Sound Governance and Fiscal Sustainability.**

C) City Events of Interest.

5. CONSENT AGENDA: *(All items listed under consent Agenda are considered to be routine and non-controversial by the Governing Body and will be enacted by one motion. Any Commissioner may remove items from the consent agenda by making such request prior to a motion and vote on the Consent Agenda)*

A) Approval of Minutes for April 3, 2023 Regular Called Meeting and April 17, 2023 Regular Called Meeting. **This item supports SG - Sound Governance and Fiscal Sustainability.** (ADMINISTRATION)

B) Consideration and action, if any, on Ordinance amending Ordinance No. O-2023-09 Rental of Facilities (*2nd Reading*). **This item supports QL - Quality of Life.** (PARKS)

C) Consideration and action, if any, on Resolution entering into an agreement with Texas Department of Transportation for closure of US 281 (Cage Boulevard) from Clark Avenue to Kelly Avenue and Business 83 from Birch Street to Bluebonnet Avenue for the HUB Phestival from Thursday, May 18, 2023, at 7:00 p.m. until Sunday, May 21, 2023, at 11:59 a.m. **This item supports QL - Quality of Life.** (ADMINISTRATION)

D) Consideration and action, if any, on Development Services Cases:

1. Thomas F. Phillips, owner, has filed with the Planning and Zoning Commission a request for a Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I). The property is legally described as being 5.28 acres, more or less, out of Lot 6, Block 5, A.J. McColl Subdivision, Pharr, Hidalgo County, Texas. The property's physical address is within the 2400-2800 Block of North Jackson Road. CUP#230388 **This item supports EV - Economic Vitality.** (DEVELOPMENT SERVICES)

2. Melden and Hunt Inc., representing Trails on Jackson LLC., owner has filed with the Planning and Zoning Commission a request for a Change of Zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD). The property is legally described as being 7.059 acres, more or less, out of Lots 1 through 28, Brothers Commerce Center Subdivision, Pharr, Hidalgo County, Texas. The property's physical address is within the 4800-5000 Block of North Jackson Road. COZ#230387 **This item supports EV - Economic Vitality.** (DEVELOPMENT SERVICES)

E) PLATS:

AGENDA REGULAR MEETING
May 1, 2023

1. HALFF Engineering, representing Phil Dyer, Manager of Capote Farms GP, L.L.C., is requesting final plat approval of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision. The property is legally described as being 19.522 acres out of Lots 3 & 4 of the Closner Subdivision, Pharr, Hidalgo County, Texas. The property is located within the 1000 Block of East Capote Central Avenue. SUB#220720 **This item supports EV - Economic Vitality.** (DEVELOPMENT SERVICES)

REGULAR AGENDA - OPEN SESSION:

6. ORDINANCES AND RESOLUTIONS:

A) Consideration and action, if any, on Resolution accepting and adopting the 2023 City of Pharr Pedestrian Safety and Wellness Master Plan. **This item supports QL - Quality of Life.** (ENGINEERING)

B) Consideration and action, if any, on Resolution authorizing Pharr Police Department to submit an application for the Operation Stonegarden Grant Program (OPSG-2022) to the Office of the Governor's Homeland Security Division - Grant #3173108 / OPSG 2022. **This item supports SSC - Safe and Secure Community.** (POLICE)

7. CONTRACTS/AGREEMENTS:

A) Consideration and action, if any, authorizing City Manager to close out the Fiber Optic Network Phase V Project. **This item supports QL - Quality of Life.** (PURCHASING)

B) Consideration and action, if any, authorizing City Manager to execute an affiliation agreement with Mid-Plains Community College for clinical rotations for EMS students at Pharr EMS. **This item supports SE - Service Excellence.** (EMERGENCY MEDICAL SERVICES)

8. CLOSED SESSION: *In accordance with Chapter 551 of the Texas Gov't. Code, the Pharr Board of Commissioners hereby gives notice that it may meet in a closed (non-public) executive session to discuss the items listed on the public portion of the meeting agenda in accordance with the following below:*

Pursuant to Section 551.071, the Board may convene in a closed, non-public meeting with its attorney and discuss any matters related to **legal advice on pending or contemplated litigation, settlement offer, and/or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with this chapter.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

AGENDA REGULAR MEETING
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Pursuant to Section 551.072, the Board may convene in a closed, non-public meeting to discuss any matters related to **real property and deliberate the purchase, exchange, lease, or value of real property as such would be detrimental to negotiations between the City and a third party in an open meeting.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.074, the Board may convene in a closed, non-public meeting to discuss any matters related to **appointment, employment, evaluation, reassignment, duties and discipline or dismissal of a public officer or employee and to hear any complaints or charges against an officer or employee.** The City and its attorney may also discuss such issues with the appropriate staff including members so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.076, the Board may convene in a closed, non-public meeting to discuss any matters on the **deployment, or specific occasions for implementation, of security personnel or devices.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.084, the Board may convene in a closed, non-public meeting to discuss any matters involving an **investigation and may exclude a witness from hearing during the examination of another witness in the investigation.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.087, the Board may convene in a closed, non-public meeting to discuss any matters regarding **economic development issues.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

9. RECONVENE: *into Regular Session and consider action, if necessary, on any items(s) discussed in closed session.*

10. ADJOURNMENT:

NOTICE OF ASSISTANCE AT THE PUBLIC MEETING

City Hall is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact the City Clerk's Office at 956-402-4100 Ext. 1016 / 1007 or FAX 956-702-5313 or E-mail hilda.pedraza@pharr-tx.gov and imelda.perez@pharr-tx.gov for further information. Braille is not available.

I, the undersigned authority, do hereby certify that the above notice of said Regular Meeting of the City Commission of the City of Pharr was posted on the bulletin board at City Hall and on the City's web page at www.pharr-tx.gov. This Notice was posted on the 28th day of April 2023 at 3:30 p.m. and will remain posted continuously for at least 72 hours preceding the scheduled time of said Meeting, in compliance with Chapter 551 of the Government Code, Vernon's Texas Codes, Annotated (Open Meetings Act).

AGENDA REGULAR MEETING

May 1, 2023



WITNESS MY HAND AND SEAL, this 28th day of April 2023.

Hilda Pedraza
HILDA PEDRAZA, TRMC / CMO
CITY CLERK

I certify that the attached notice and agenda of items to be considered by the City Commission was removed from the bulletin board of City Hall on the _____ day of _____, 20__ by,

Title: _____



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 3.A.

DATE SUBMITTED:

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Administration

DIRECTOR:

Agenda Item: Public hearing on development services cases

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue:

Fiscal Consideration:

Staff Recommendation:

Alternatives:

Exclude Material from Public Packet? No

Reason:

ROUTING:

Hilda Pedraza
Karla Saavedra
Patricia Rigney
City Management Office

Created -



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 4.A.

DATE SUBMITTED: April 27, 2023

MEETING DATE: May 1, 2023

FROM: Karla Saavedra, Finance Director

DEPARTMENT: Finance

DIRECTOR: Karla Saavedra

Agenda Item: Presentation by Linebarger Goggan Blair and Sampson, LLP of Delinquent Tax Collection Report FY 2022-2023. **This item supports SG - Sound Governance and Fiscal Sustainability.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: Linebarger Goggan and Blair are the City's delinquent tax attorneys and they will present a report for collection performance.

Fiscal Consideration: N/A

Staff Recommendation: N/A

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Karla Saavedra

Karla Saavedra

Patricia Rigney

City Management Office

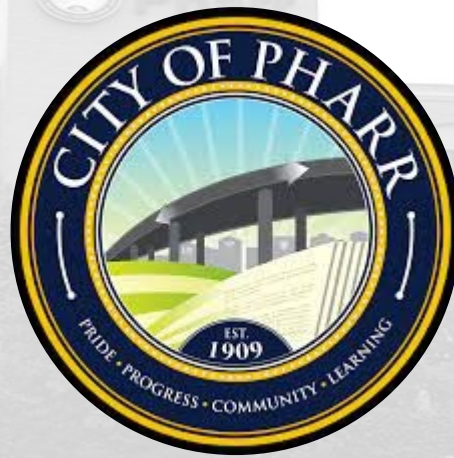
Created/Initiated - 4/27/2023

Approved - 4/27/2023

Approved - 4/27/2023

Final Approval - 4/28/2023

CITY OF PHARR



DELINQUENT TAX COLLECTION REPORT MAY 01, 2023



1512 SOUTH LONE STAR WAY, EDINBURG, TEXAS 78539 ☎ TEL. (956) 383-4500

LAW OFFICES
OF
LINEBARGER GOGGAN BLAIR & SAMPSON, LLP
ATTORNEYS AT LAW
1512 S. Lone Star Way
EDINBURG, TEXAS 78539

Telephone: (956) 383-4500
Facsimile: (956) 383-7820

April 27, 2023

Dr. Ambrosio "Amos" Hernandez, Mayor
Mr. Eleazar Guajardo, Commissioner
Mr. Roberto "Bobby" Carrillo, Commissioner
Dr. Ramiro Caballero, Commissioner
Mr. Daniel Chavez, Commissioner
Mr. Ricardo Medina, Commissioner
Mrs. Itza Flores, Commissioner
City of Pharr
118 S. Cage Boulevard
Pharr, Texas 78577

RE: Delinquent Tax Collections for the period of October 01, 2022 through March 31, 2023

Dear Mayor Hernandez and City Commission:

The attached report highlights our delinquent ad valorem tax collection program on behalf of the City of Pharr for the period of October 01, 2022 – March 31, 2023 (Semi- Annual). As noted herein, our collection results continue to be successful for the City.

Please know that we truly appreciate the opportunity to represent the City of Pharr on all delinquent ad valorem tax matters. As always, we will continue to provide the most-experienced and dedicated ad valorem attorneys, which deliver the highest quality representation and consistent results. We remain available to address any questions/concerns you may have at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Michael G. Cano". The signature is fluid and cursive, with the first name "Michael" and last name "Cano" being the most prominent parts.

Michael G. Cano
Partner

Our delinquent tax collection program for the City of Pharr continues to emphasize two basic premises: to work with individual taxpayers to collect taxes owed to the City and to only use the tool of litigation as a final option. We listen and continually adapt to your changing needs to ensure that we are providing the best possible service and deliver customized collection programs that yield the best possible results. The following information is an overview of our collections efforts during this reporting period.



MAILINGS

Our extensive mailing program is designed to advise people who have not paid their delinquent taxes to the City of Pharr. During the course of the fiscal year, we send delinquent notices, with varying degrees of intensity to every delinquent taxpayer. The intensity of the notice varies on factors such as: time of year, type of property and the particular needs of the jurisdiction.

3 Demand Mailings – 3,337 Statements Mailed



CONTACTS

Our comprehensive collection services provide a wide scope of exceptional assistance to the City of Pharr and its taxpayers. Equipped with multi-skilled representatives, we create and manage flexible payment plans for taxpayers experiencing any financial hardship.

2,161 PHONE CALLS	196 ON-SITE VISITS
16 PAYMENT AGREEMENTS	127 PAY OFF REQUESTS



LITIGATION

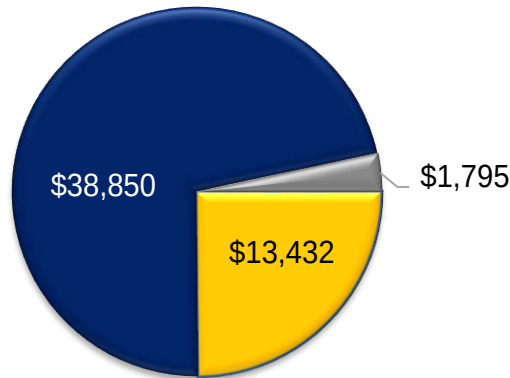
Filing a lawsuit to collect delinquent taxes is used as a final resort; only after diligent efforts to contact and work with taxpayers have been fully exhausted. Once the decision to file suit has been made, a complete property title search is conducted, the property is physically identified and all interested parties, including all lien holders, are also identified and served with notice of the lawsuit.

Litigation Activity	Cases	Base, Penalty and Interest
• Lawsuits Filed	54	\$137,599
• Lawsuits Disposed	49	\$109,308
• Judgments Taken	25	\$48,289
• Pending Litigation as of 4/2023	268	\$463,303

TAX SALES/RESALES

Our office regularly monitors all judgments we take on behalf of the City of Pharr. During this reporting period, three (3) tax sales were conducted, placing a total of five (5) properties for sale.

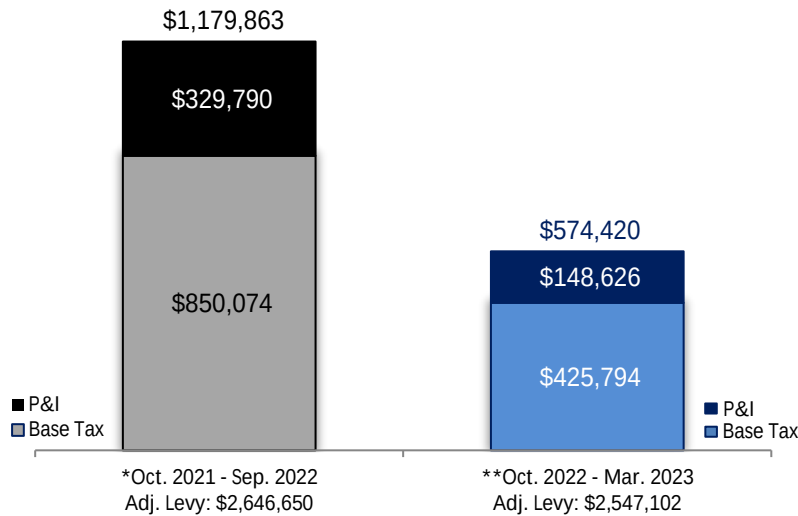
■ Sold (2)
 ■ Paid In Full (2)
 ■ Pulled - Other (1)



LIENS

Our firm collected \$2,051 in mowing liens as a courtesy for the City of Pharr.

COLLECTIONS



	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
Org. Levy	\$14,820,842	\$15,315,896	\$16,044,973	\$16,681,597	\$17,456,074	\$18,625,155	\$19,278,101	\$22,493,509	\$23,908,466	\$25,143,252
Del. Levy	\$2,509,483	\$2,371,627	\$2,363,395	\$2,363,746	\$2,424,229	\$2,461,065	\$2,454,270	\$2,445,883	\$2,706,229	\$2,646,650
% CTD	16.93%	15.48%	14.73%	14.17%	13.89%	13.21%	12.73%	10.87%	11.32%	10.53%
Coll.	\$1,006,389	\$942,214	\$943,958	\$907,749	\$891,159	\$905,387	\$899,531	\$817,796	\$1,190,993	\$1,179,863
% Coll.	28.35%	27.16%	27.97%	26.16%	26.07%	25.99%	25.49%	24.04%	31.05%	32.12%

Source: Hidalgo County Tax Office Reports

*Fiscal Year: October – September

**Semi-Annual: October - March

FUTURE OVERVIEW

Our office is committed to making necessary adjustments to our collection procedures and methods to best advocate for the City of Pharr. We will continue to offer firm yet flexible payment options for taxpayers experiencing financial hardship.

Review of Pending Judgments and the Filing of Additional Lawsuits

During the remainder of the fiscal year, we will continue to work pending lawsuits for full payment or payment agreements. We will also continue researching the delinquent tax roll for possible new lawsuits; both real and personal property accounts.

Continued Monitoring of Bankruptcy Accounts

As a continuation of our standard operating practice, we will actively monitor and verify accounts in bankruptcy for the payment of taxes, penalties, and interest owed to the City.

Mailing Program

We continue to contact your taxpayers through mail correspondence for the remainder of the fiscal year. In addition to our scheduled mailings, we have implemented a compassionate letter program directed to taxpayers who are otherwise non-responsive to phone calls. These compassionate letters inform the delinquent taxpayer of options available for payment during this difficult period.

Scheduling of Property Sales

As properties are taken to judgment, they will be reviewed and checked for payment. Those judgments with no taxpayer response will be further reviewed and scheduled for possible tax sale.

Execution of the work plan established for the City of Pharr will include the constant monitoring of collection figures in order to adjust resources and enforce the collection of delinquent taxes. Our collection efforts will also include prosecuting pending suits to conclusion, mailing monthly letters, and filing new suits in order to maximize the collection of taxes. We will continue to work closely with you and your administrative staff to provide assistance and advice on all property tax matters, including changes in the law brought about by amendments to the Texas Property Tax Code.



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 4.B.

DATE SUBMITTED: April 24, 2023

MEETING DATE: May 1, 2023

FROM: Karla Saavedra, Finance Director

DEPARTMENT: Finance

DIRECTOR: Karla Saavedra

Agenda Item: Submission of Property Tax Collection Report for March 2023. **This item supports SG - Sound Governance and Fiscal Sustainability.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: Current Property Tax Collections

Current Levy Collections as of March 2023 are **\$26,482,037** which is a 91.91% collection rate, a decrease of **-.68%** compared to last year.

Delinquent Property Tax Collections

Delinquent Tax Collections as of March 2023 are **\$425,794** which is a decrease of **-3.35% compared** to last year.

Fiscal Consideration: n/a

Staff Recommendation: n/a

Alternatives: n/a

Exclude Material from Public Packet? No

Reason:

n/a

ROUTING:

Karla Saavedra

Karla Saavedra

Patricia Rigney

City Management Office

Created/Initiated - 4/24/2023

Approved - 4/24/2023

Approved - 4/24/2023

Final Approval - 4/28/2023

**PABLO "PAUL" VILLARREAL JR., ASSESSOR & COLLECTOR
CITY OF PHARR TAXES COLLECTED FOR:
MARCH 2023**

COMPARATIVE RATE OF COLLECTIONS

CITY OF PHARR CPR (33)	ORIGINAL TAX LEVY	COLLECTED TO DATE	DROPPED YRS AFTER PURGE	MODIF. TO DATE	TAXES OUTSTANDING	PERCENT 2022/2023	COLLECTED 2021/2022
2022 TAX ROLL	28,727,504.84	26,482,037.06		84,307.85	2,329,775.63	91.91%	92.59%
2021 & PRIOR YRS	2,604,179.78	425,794.09		(57,078.05)	2,121,307.64	16.72%	20.07%
ROLLBACK	35,324.83	1,676.70		18,202.80	51,850.93	3.13%	100.00%
TOTALS	31,367,009.45	26,909,507.85	-	45,432.60	4,502,934.20		

BREAKDOWN OF TAX COLLECTIONS AND FEES FOR THE MONTH OF MARCH 2023

	CITY OF PHARR	MONTHLY MODIFICATIONS
CURRENT YEAR-BASE TAX	1,266,915.10	(26,454.76) CURRENT
CURRENT YEAR-P&I	57,062.47	
PRIOR YEARS-BASE TAX	76,920.51	(3,709.08) PRIOR
PRIOR YEARS-P&I	25,505.98	
ROLLBACK	-	- ROLLBACK
ROLLBACK P&I	-	
ATTORNEY FEES	14,226.11	- PURGED
TOTAL COLLECTIONS	1,440,630.17	(30,163.84)
LESS TRANSFERRED	1,111,573.42	
LESS IN TRANSIT	322,869.69	
LESS DUE TO HCAD COMM. FEE	110.06	
LESS DUE TO CO TREASURER	6,077.00	
BALANCE	-	

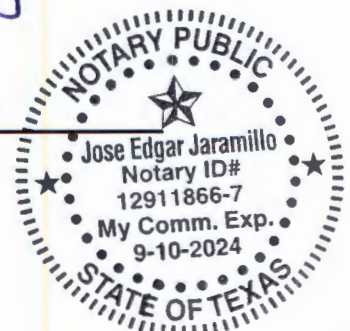
*****AFFIDAVIT*****

I, PABLO "PAUL" VILLARREAL JR., ASSESSOR-COLLECTOR OF TAXES FOR THE CITY OF PHARR, DO SOLEMNLY SWEAR THAT THE ABOVE STATEMENT OF TAXES COLLECTED BY ME FOR THE MONTH OF MARCH 2023 IS CORRECT.

Pablo (Paul) Villarreal Jr.
ASSESSOR-COLLECTOR OF TAXES FOR CITY OF PHARR, TEXAS

SWORN AND SUBSCRIBED BEFORE ME THIS 12TH DAY OF APRIL 2023 A.D.

Jose Edgar Jaramillo
NOTARY PUBLIC, HIDALGO COUNTY, TEXAS



**PABLO "PAUL" VILLARREAL JR., ASSESSOR & COLLECTOR
CITY OF PHARR
TAX COLLECTION REPORT
FOR THE MONTH OF MARCH 2023**

<u>AD VALOREM - CITY OF PHARR</u>	<u>2022-2023</u>	<u>2021-2022</u>	<u>DIFFERENCE</u>
<u>2022 CURRENT</u>			
ORIGINAL LEVY	28,727,504.84	25,143,252.18	3,584,252.66
MODIFICATIONS	84,307.85	634,680.54	(550,372.69)
CURRENT LEVY	28,811,812.69	25,777,932.72	3,033,879.97
CURRENT COLLECTIONS THIS MONTH	1,266,915.10	621,737.55	645,177.55
CURRENT COLLECTIONS TO DATE	26,482,037.06	23,867,277.00	2,614,760.06
OUTSTANDING TO DATE	2,329,775.63	1,910,655.72	419,119.91
PERCENT COLLECTED/ORIGINAL	92.18%	94.93%	-2.75%
PERCENT COLLECTED/MODIFIED	91.91%	92.59%	-0.68%
TOTAL COLLECTIONS FISCAL YEAR	26,482,037.06	23,867,277.00	
<u>DELINQUENT</u>			
ORIGINAL LEVY	2,604,179.78	2,751,791.27	(147,611.49)
MODIFICATIONS	(57,078.05)	(74,251.24)	17,173.19
DELINQUENT LEVY	2,547,101.73	2,677,540.03	(130,438.30)
DELINQUENT COLLECTIONS THIS MONTH	76,920.51	104,367.46	(27,446.95)
DELINQUENT COLLECTIONS TO DATE	425,794.09	537,316.32	(111,522.23)
OUTSTANDING TO DATE	2,121,307.64	2,140,223.71	(18,916.07)
PERCENT COLLECTED/ORIGINAL	16.35%	19.53%	-3.18%
PERCENT COLLECTED/MODIFIED	16.72%	20.07%	-3.35%
TOTAL COLLECTIONS FISCAL YEAR	425,794.09	537,316.32	
<u>ROLLBACK</u>			
ORIGINAL LEVY	35,324.83	6,958.36	28,366.47
MODIFICATIONS	18,202.80	8,994.07	9,208.73
ROLLBACK LEVY	53,527.63	15,952.43	37,575.20
ROLLBACK COLLECTIONS THIS MONTH	0.00	3,984.64	(3,984.64)
ROLLBACK COLLECTIONS TO DATE	1,676.70	15,952.43	(14,275.73)
OUTSTANDING TO DATE	51,850.93	0.00	51,850.93
PERCENT COLLECTED/ORIGINAL	4.75%	229.26%	-224.51%
PERCENT COLLECTED/MODIFIED	3.13%	100.00%	-96.87%
TOTAL COLLECTIONS FISCAL YEAR	1,676.70	15,952.43	

PABLO (PAUL) VILLARREAL, JR., TAX ASSESSOR/COLLECTOR
CITY OF PHARR
TAX COLLECTIONS FOR MONTH OF: MARCH 2023

33 - CPR

REPORT DATE	CURR BASE	CURR P&I	CURR RB	CURR RB P&I	PRIOR BASE	PRIOR P&I	PRIOR RB	RB P&I	ATTY FEES	ATTY RBFEEs	TOTAL	TOTAL TRANSF	DIFF.	DATE OF TRANSF.
1-Mar	52,257.69	2,204.13			271.12	219.79			73.64		55,026.37		55,026.37	
2-Mar	45,523.17	3,047.71			2,188.33	844.61			425.70		52,029.52		52,029.52	
3-Mar	47,445.19	3,724.04			3,775.01	1,141.01			689.89		56,775.14		56,775.14	
6-Mar	70,070.36	3,789.48			3,407.36	1,159.54			638.45		79,065.19		79,065.19	
7-Mar	31,078.10	2,043.26			5,270.87	2,451.93			1,053.40		41,897.56		41,897.56	
8-Mar	18,236.82	1,749.28			2,803.89	974.96			308.13		24,073.08	302,789.86	(278,716.78)	15-Mar
9-Mar	26,895.96	1,702.29			1,153.43	435.63			238.05		30,425.36	30,425.36	-	16-Mar
10-Mar	21,231.15	1,213.11			1,098.98	372.31			210.69		24,126.24	24,126.24	-	17-Mar
13-Mar	21,982.86	1,767.81			4,395.42	1,773.27			916.98		30,836.34	30,836.34	0.00	20-Mar
14-Mar	18,244.44	1,499.93			1,751.92	526.70			337.05		22,360.04	22,360.04	-	21-Mar
15-Mar	7,194.03	527.88			3,080.84	630.83			203.00		11,636.58	11,636.58	-	22-Mar
16-Mar	24,422.21	1,671.55			1,185.48	373.74			210.21		27,863.19	27,863.19	-	23-Mar
17-Mar	25,805.65	2,193.62			10,538.21	2,838.70			1,999.14		43,375.32	43,375.32	(0.00)	24-Mar
20-Mar	511,685.82	851.60			3,331.09	1,261.67			594.20		517,724.38		517,724.38	
21-Mar	31,888.42	1,035.91			2,969.32	1,045.51			602.22		37,541.38		37,541.38	
22-Mar	25,993.68	2,060.22			4,724.61	1,341.23			587.11		34,706.85		34,706.85	
23-Mar	28,521.44	2,319.97			1,590.80	497.77			313.29		33,243.27		33,243.27	
24-Mar	18,095.90	1,487.82			977.90	322.44			195.05		21,079.11		21,079.11	
25-Mar	(22,345.69)	(267.29)			(3,487.29)	(28.44)			(5.79)		(26,134.50)	618,160.49	(644,294.99)	31-Mar
27-Mar	29,532.49	2,371.03			4,718.75	1,386.88			915.82		38,924.97	38,924.97	-	3-Apr
28-Mar	22,014.66	1,806.54			3,376.45	455.17			267.96		27,920.78	27,920.78	-	4-Apr
29-Mar	37,868.17	3,188.63			2,000.19	746.22			426.14		44,229.35	44,229.35	-	5-Apr
30-Mar	78,415.05	6,876.91			9,626.01	2,662.77			1,843.31		99,424.05	99,424.05	-	6-Apr
31-Mar	94,857.53	8,197.04			6,171.82	2,071.74			1,182.47		112,480.60	112,370.54	110.06	12-Apr
											-		-	
											-		-	
TTL	1,266,915.10	57,062.47	0.00	0.00	76,920.51	25,505.98	0.00	0.00	14,226.11	0.00	1,440,630.17	1,434,443.11	6,187.06	

OVERALL TOTAL	1,440,630.17
LESS REFUNDS	0.00
LESS HCAD COMM FEES	110.06
LESS COMM/COST	6,077.00
BALANCE	1,434,443.11
LESS TRANSFERRED	1,111,573.42
LESS TRANSF IN TRANSIT	322,869.69
BALANCE PENDING	0.00

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 TC298-D SELECTION: SYSTEM
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TAX COLLECTION SYSTEM
 DEPOSIT DISTRIBUTION
 FROM: 03/01/2023 THRU 03/31/2023
 JURISDICTION: 0033 CITY OF PHARR

PAGE: 46
 EXCLUDES AG ROLLBACK

YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2022	M & O	.567100	1,001,209.16	.00	45,095.06	.00	1,046,304.22	75.69	.00	.00	1,046,379.91
	I & S	.150500	265,705.94	.00	11,967.41	.00	277,673.35	.00	.00	.00	277,673.35
	TOTAL	.717600	1,266,915.10	.00	57,062.47	.00	1,323,977.57	75.69	.00	.00	1,324,053.26
2021	M & O	.567100	41,250.30	.00	10,201.64	.00	51,451.94	8,939.34	.00	.00	60,391.28
	I & S	.150500	10,947.19	.00	2,707.34	.00	13,654.53	.00	.00	.00	13,654.53
	TOTAL	.717600	52,197.49	.00	12,908.98	.00	65,106.47	8,939.34	.00	.00	74,045.81
2020	M & O	.567100	8,728.87	.00	3,573.62	.00	12,302.49	2,420.70	.00	.00	14,723.19
	I & S	.150500	2,316.50	.00	948.39	.00	3,264.89	.00	.00	.00	3,264.89
	TOTAL	.717600	11,045.37	.00	4,522.01	.00	15,567.38	2,420.70	.00	.00	17,988.08
2019	M & O	.567100	4,664.58	.00	2,093.95	.00	6,758.53	1,128.87	.00	.00	7,887.40
	I & S	.150500	1,237.88	.00	555.68	.00	1,793.56	.00	.00	.00	1,793.56
	TOTAL	.717600	5,902.46	.00	2,649.63	.00	8,552.09	1,128.87	.00	.00	9,680.96
2018	M & O	.567100	2,585.10	.00	1,503.85	.00	4,088.95	684.57	.00	.00	4,773.52
	I & S	.081900	373.36	.00	217.17	.00	590.53	.00	.00	.00	590.53
	TOTAL	.649000	2,958.46	.00	1,721.02	.00	4,679.48	684.57	.00	.00	5,364.05
2017	M & O	.567100	2,348.07	.00	1,380.78	.00	3,728.85	543.24	.00	.00	4,272.09
	I & S	.081900	339.11	.00	199.41	.00	538.52	.00	.00	.00	538.52
	TOTAL	.649000	2,687.18	.00	1,580.19	.00	4,267.37	543.24	.00	.00	4,810.61
2016	M & O	.582100	541.72	.00	370.47	.00	912.19	135.25	.00	.00	1,047.44
	I & S	.071900	66.90	.00	45.77	.00	112.67	.00	.00	.00	112.67
	TOTAL	.654000	608.62	.00	416.24	.00	1,024.86	135.25	.00	.00	1,160.11
2015	M & O	.582100	105.71	.00	103.22	.00	208.93	35.22	.00	.00	244.15
	I & S	.071900	13.06	.00	12.75	.00	25.81	.00	.00	.00	25.81
	TOTAL	.654000	118.77	.00	115.97	.00	234.74	35.22	.00	.00	269.96
2014	M & O	.608100	146.12	.00	138.00	.00	284.12	38.23	.00	.00	322.35
	I & S	.071900	17.28	.00	16.33	.00	33.61	.00	.00	.00	33.61
	TOTAL	.680000	163.40	.00	154.33	.00	317.73	38.23	.00	.00	355.96
2013	M & O	.605000	166.74	.00	157.45	.00	324.19	35.69	.00	.00	359.88
	I & S	.075000	20.67	.00	19.51	.00	40.18	.00	.00	.00	40.18
	TOTAL	.680000	187.41	.00	176.96	.00	364.37	35.69	.00	.00	400.06
2012	M & O	.602600	190.14	.00	150.26	.00	340.40	14.65	.00	.00	355.05
	I & S	.077400	24.42	.00	19.30	.00	43.72	.00	.00	.00	43.72
	TOTAL	.680000	214.56	.00	169.56	.00	384.12	14.65	.00	.00	398.77
2011	M & O	.602100	258.52	.00	220.30	.00	478.82	17.31	.00	.00	496.13
	I & S	.077900	33.45	.00	28.51	.00	61.96	.00	.00	.00	61.96
	TOTAL	.680000	291.97	.00	248.81	.00	540.78	17.31	.00	.00	558.09

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TAX COLLECTION SYSTEM
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 FROM: 03/01/2023 THRU 03/31/2023
 JURISDICTION: 0033 CITY OF PHARR

PAGE: 47
 EXCLUDES AG ROLLBACK

YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2010	M & O	.601800	83.42	.00	91.66	.00	175.08	19.04	.00	.00	194.12
	I & S	.078200	10.83	.00	11.92	.00	22.75	.00	.00	.00	22.75
	TOTAL	.680000	94.25	.00	103.58	.00	197.83	19.04	.00	.00	216.87
2009	M & O	.601800	150.88	.00	255.85	.00	406.73	68.94	.00	.00	475.67
	I & S	.078200	19.60	.00	33.26	.00	52.86	.00	.00	.00	52.86
	TOTAL	.680000	170.48	.00	289.11	.00	459.59	68.94	.00	.00	528.53
2008	M & O	.602940	72.76	.00	87.00	.00	159.76	17.53	.00	.00	177.29
	I & S	.078910	9.52	.00	11.39	.00	20.91	.00	.00	.00	20.91
	TOTAL	.681850	82.28	.00	98.39	.00	180.67	17.53	.00	.00	198.20
2005	M & O	.593130	22.03	.00	48.02	.00	70.05	12.10	.00	.00	82.15
	I & S	.089990	3.34	.00	7.29	.00	10.63	.00	.00	.00	10.63
	TOTAL	.683120	25.37	.00	55.31	.00	80.68	12.10	.00	.00	92.78
2004	M & O	.601650	135.44	.00	221.25	.00	356.69	37.62	.00	.00	394.31
	I & S	.081470	18.34	.00	29.95	.00	48.29	.00	.00	.00	48.29
	TOTAL	.683120	153.78	.00	251.20	.00	404.98	37.62	.00	.00	442.60
2000	M & O	.533960	5.27	.00	11.10	.00	16.37	2.12	.00	.00	18.49
	I & S	.108350	1.07	.00	2.25	.00	3.32	.00	.00	.00	3.32
	TOTAL	.642310	6.34	.00	13.35	.00	19.69	2.12	.00	.00	21.81
1994	M & O	.471740	10.20	.00	25.94	.00	36.14	.00	.00	.00	36.14
	I & S	.098260	2.12	.00	5.40	.00	7.52	.00	.00	.00	7.52
	TOTAL	.570000	12.32	.00	31.34	.00	43.66	.00	.00	.00	43.66
ALL	M & O		1,062,675.03	.00	65,729.42	.00	1,128,404.45	14,226.11	.00	.00	1,142,630.56
ALL	I & S		281,160.58	.00	16,839.03	.00	297,999.61	.00	.00	.00	297,999.61
ALL	TOTAL		1,343,835.61	.00	82,568.45	.00	1,426,404.06	14,226.11	.00	.00	1,440,630.17
DLQ	M & O		61,465.87	.00	20,634.36	.00	82,100.23	14,150.42	.00	.00	96,250.65
DLQ	I & S		15,454.64	.00	4,871.62	.00	20,326.26	.00	.00	.00	20,326.26
DLQ	TOTAL		76,920.51	.00	25,505.98	.00	102,426.49	14,150.42	.00	.00	116,576.91
CURR	M & O		1,001,209.16	.00	45,095.06	.00	1,046,304.22	75.69	.00	.00	1,046,379.91
CURR	I & S		265,705.94	.00	11,967.41	.00	277,673.35	.00	.00	.00	277,673.35
CURR	TOTAL		1,266,915.10	.00	57,062.47	.00	1,323,977.57	75.69	.00	.00	1,324,053.26

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TAX COLLECTION SYSTEM
 DEPOSIT DISTRIBUTION
 FROM: 03/01/2023 THRU 03/31/2023
 JURISDICTION: 0033 CITY OF PHARR

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 INCLUDES AG ROLLBACK

YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2022	M & O	.567100	1,001,209.16	.00	45,095.06	.00	1,046,304.22	75.69	.00	.00	1,046,379.91
	I & S	.150500	265,705.94	.00	11,967.41	.00	277,673.35	.00	.00	.00	277,673.35
	TOTAL	.717600	1,266,915.10	.00	57,062.47	.00	1,323,977.57	75.69	.00	.00	1,324,053.26
2021	M & O	.567100	41,250.30	.00	10,201.64	.00	51,451.94	8,939.34	.00	.00	60,391.28
	I & S	.150500	10,947.19	.00	2,707.34	.00	13,654.53	.00	.00	.00	13,654.53
	TOTAL	.717600	52,197.49	.00	12,908.98	.00	65,106.47	8,939.34	.00	.00	74,045.81
2020	M & O	.567100	8,728.87	.00	3,573.62	.00	12,302.49	2,420.70	.00	.00	14,723.19
	I & S	.150500	2,316.50	.00	948.39	.00	3,264.89	.00	.00	.00	3,264.89
	TOTAL	.717600	11,045.37	.00	4,522.01	.00	15,567.38	2,420.70	.00	.00	17,988.08
2019	M & O	.567100	4,664.58	.00	2,093.95	.00	6,758.53	1,128.87	.00	.00	7,887.40
	I & S	.150500	1,237.88	.00	555.68	.00	1,793.56	.00	.00	.00	1,793.56
	TOTAL	.717600	5,902.46	.00	2,649.63	.00	8,552.09	1,128.87	.00	.00	9,680.96
2018	M & O	.567100	2,585.10	.00	1,503.85	.00	4,088.95	684.57	.00	.00	4,773.52
	I & S	.081900	373.36	.00	217.17	.00	590.53	.00	.00	.00	590.53
	TOTAL	.649000	2,958.46	.00	1,721.02	.00	4,679.48	684.57	.00	.00	5,364.05
2017	M & O	.567100	2,348.07	.00	1,380.78	.00	3,728.85	543.24	.00	.00	4,272.09
	I & S	.081900	339.11	.00	199.41	.00	538.52	.00	.00	.00	538.52
	TOTAL	.649000	2,687.18	.00	1,580.19	.00	4,267.37	543.24	.00	.00	4,810.61
2016	M & O	.582100	541.72	.00	370.47	.00	912.19	135.25	.00	.00	1,047.44
	I & S	.071900	66.90	.00	45.77	.00	112.67	.00	.00	.00	112.67
	TOTAL	.654000	608.62	.00	416.24	.00	1,024.86	135.25	.00	.00	1,160.11
2015	M & O	.582100	105.71	.00	103.22	.00	208.93	35.22	.00	.00	244.15
	I & S	.071900	13.06	.00	12.75	.00	25.81	.00	.00	.00	25.81
	TOTAL	.654000	118.77	.00	115.97	.00	234.74	35.22	.00	.00	269.96
2014	M & O	.608100	146.12	.00	138.00	.00	284.12	38.23	.00	.00	322.35
	I & S	.071900	17.28	.00	16.33	.00	33.61	.00	.00	.00	33.61
	TOTAL	.680000	163.40	.00	154.33	.00	317.73	38.23	.00	.00	355.96
2013	M & O	.605000	166.74	.00	157.45	.00	324.19	35.69	.00	.00	359.88
	I & S	.075000	20.67	.00	19.51	.00	40.18	.00	.00	.00	40.18
	TOTAL	.680000	187.41	.00	176.96	.00	364.37	35.69	.00	.00	400.06
2012	M & O	.602600	190.14	.00	150.26	.00	340.40	14.65	.00	.00	355.05
	I & S	.077400	24.42	.00	19.30	.00	43.72	.00	.00	.00	43.72
	TOTAL	.680000	214.56	.00	169.56	.00	384.12	14.65	.00	.00	398.77
2011	M & O	.602100	258.52	.00	220.30	.00	478.82	17.31	.00	.00	496.13
	I & S	.077900	33.45	.00	28.51	.00	61.96	.00	.00	.00	61.96
	TOTAL	.680000	291.97	.00	248.81	.00	540.78	17.31	.00	.00	558.09

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TAX COLLECTION SYSTEM
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 INCLUDES AG ROLLBACK

YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIP AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2010	M & O	.601800	83.42	.00	91.66	.00	175.08	19.04	.00	.00	194.12
	I & S	.078200	10.83	.00	11.92	.00	22.75	.00	.00	.00	22.75
	TOTAL	.680000	94.25	.00	103.58	.00	197.83	19.04	.00	.00	216.87
2009	M & O	.601800	150.88	.00	255.85	.00	406.73	68.94	.00	.00	475.67
	I & S	.078200	19.60	.00	33.26	.00	52.86	.00	.00	.00	52.86
	TOTAL	.680000	170.48	.00	289.11	.00	459.59	68.94	.00	.00	528.53
2008	M & O	.602940	72.76	.00	87.00	.00	159.76	17.53	.00	.00	177.29
	I & S	.078910	9.52	.00	11.39	.00	20.91	.00	.00	.00	20.91
	TOTAL	.681850	82.28	.00	98.39	.00	180.67	17.53	.00	.00	198.20
2005	M & O	.593130	22.03	.00	48.02	.00	70.05	12.10	.00	.00	82.15
	I & S	.089990	3.34	.00	7.29	.00	10.63	.00	.00	.00	10.63
	TOTAL	.683120	25.37	.00	55.31	.00	80.68	12.10	.00	.00	92.78
2004	M & O	.601650	135.44	.00	221.25	.00	356.69	37.62	.00	.00	394.31
	I & S	.081470	18.34	.00	29.95	.00	48.29	.00	.00	.00	48.29
	TOTAL	.683120	153.78	.00	251.20	.00	404.98	37.62	.00	.00	442.60
2000	M & O	.533960	5.27	.00	11.10	.00	16.37	2.12	.00	.00	18.49
	I & S	.108350	1.07	.00	2.25	.00	3.32	.00	.00	.00	3.32
	TOTAL	.642310	6.34	.00	13.35	.00	19.69	2.12	.00	.00	21.81
1994	M & O	.471740	10.20	.00	25.94	.00	36.14	.00	.00	.00	36.14
	I & S	.098260	2.12	.00	5.40	.00	7.52	.00	.00	.00	7.52
	TOTAL	.570000	12.32	.00	31.34	.00	43.66	.00	.00	.00	43.66
ALL	M & O		1,062,675.03	.00	65,729.42	.00	1,128,404.45	14,226.11	.00	.00	1,142,630.56
ALL	I & S		281,160.58	.00	16,839.03	.00	297,999.61	.00	.00	.00	297,999.61
ALL	TOTAL		1,343,835.61	.00	82,568.45	.00	1,426,404.06	14,226.11	.00	.00	1,440,630.17
DLQ	M & O		61,465.87	.00	20,634.36	.00	82,100.23	14,150.42	.00	.00	96,250.65
DLQ	I & S		15,454.64	.00	4,871.62	.00	20,326.26	.00	.00	.00	20,326.26
DLQ	TOTAL		76,920.51	.00	25,505.98	.00	102,426.49	14,150.42	.00	.00	116,576.91
CURR	M & O		1,001,209.16	.00	45,095.06	.00	1,046,304.22	75.69	.00	.00	1,046,379.91
CURR	I & S		265,705.94	.00	11,967.41	.00	277,673.35	.00	.00	.00	277,673.35
CURR	TOTAL		1,266,915.10	.00	57,062.47	.00	1,323,977.57	75.69	.00	.00	1,324,053.26

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 03/01/2023 TO 03/31/2023

EXCLUDES AG ROLLBACK

FISCAL START: 10/01/2022 END: 09/30/2023 JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
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CURRENT YEAR	4,103,568,612	20,387,161	4,123,955,773	00.717600	28,811,812.69	24,726
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YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL

2022	28,727,504.84	26,454.76-	84,307.85	1,266,915.10	26,482,037.06	2,329,775.63	91.91	0.00
2021	807,603.33	2,029.99-	45,602.67-	52,197.49	267,489.36	494,511.30	35.10	0.00
2020	332,718.85	1,592.98-	6,464.10-	11,045.37	72,361.93	253,892.82	22.18	0.00
2019	240,941.10	86.11-	1,389.71-	5,902.46	40,353.76	199,197.63	16.85	0.00
2018	165,151.78	.00	3,136.27-	2,958.46	13,753.87	148,261.64	8.49	0.00
2017	113,137.03	.00	94.09-	2,687.18	9,353.90	103,689.04	8.27	94.09-
2016	100,594.57	.00	36.62-	608.62	4,397.28	96,160.67	4.37	36.62-
2015	91,075.73	.00	36.62-	118.77	1,959.33	89,079.78	2.15	36.62-
2014	79,724.64	.00	38.08-	163.40	1,557.17	78,129.39	1.95	38.08-
2013	63,116.11	.00	38.08-	187.41	1,729.73	61,348.30	2.74	38.08-
2012	61,915.99	.00	38.08-	214.56	1,742.16	60,135.75	2.82	38.08-
2011	61,493.30	.00	38.08-	291.97	1,756.03	59,699.19	2.86	38.08-
2010	61,675.29	.00	38.08-	94.25	1,224.01	60,413.20	1.99	38.08-
2009	62,123.21	.00	38.08-	170.48	1,535.33	60,549.80	2.47	38.08-
2008	49,044.32	.00	38.18-	82.28	1,638.72	47,367.42	3.34	38.18-
2007	44,503.12	.00	34.67-	0.00	1,012.03	43,456.42	2.28	34.67-
2006	38,544.56	.00	16.64-	0.00	1,035.78	37,492.14	2.69	16.64-
2005	35,584.23	.00	0.00	25.37	738.99	34,845.24	2.08	0.00
2004	35,136.74	.00	0.00	153.78	493.76	34,642.98	1.41	0.00
2003	27,085.57	.00	0.00	0.00	411.62	26,673.95	1.52	0.00
2002	25,472.44	.00	0.00	0.00	182.18	25,290.26	.72	0.00
2001	107,537.87	.00	0.00	18.66	1,067.15	106,470.72	.99	0.00
****	31,331,684.62	30,163.84-	27,229.80	1,343,835.61	26,907,831.15	4,451,083.27		485.30-
CURR	28,727,504.84	26,454.76-	84,307.85	1,266,915.10	26,482,037.06	2,329,775.63		0.00
DELQ	2,604,179.78	3,709.08-	57,078.05-	76,920.51	425,794.09	2,121,307.64		485.30-

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TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 03/01/2023 TO 03/31/2023

AG ROLLBACK ONLY

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FISCAL START: 10/01/2022 END: 09/30/2023 JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
	-----	-----	-----	-----	-----	-----
CURRENT YEAR	0	0	0 0	00.000000	0.00	0
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YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL
	-----	-----	-----	-----	-----	-----	-----	-----
2021	9,088.32	.00	5,262.20	0.00	558.81	13,791.71	3.89	0.00
2020	13,122.50	.00	5,249.60	0.00	559.09	17,813.01	3.04	0.00
2019	13,114.01	.00	7,691.00	0.00	558.80	20,246.21	2.69	0.00
****	35,324.83	.00	18,202.80	0.00	1,676.70	51,850.93		0.00
CURR	0.00	.00	0.00	0.00	0.00	0.00		0.00
DELQ	35,324.83	.00	18,202.80	0.00	1,676.70	51,850.93		0.00

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 03/01/2023 TO 03/31/2023

INCLUDES AG ROLLBACK

FISCAL START: 10/01/2022 END: 09/30/2023 JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
	-----	-----	-----	-----	-----	-----
CURRENT YEAR	4,103,568,612	20,387,161	4,123,955,773	00.717600	28,811,812.69	24,726
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YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL
	-----	-----	-----	-----	-----	-----	-----	-----
2022	28,727,504.84	26,454.76-	84,307.85	1,266,915.10	26,482,037.06	2,329,775.63	91.91	0.00
2021	816,691.65	2,029.99-	40,340.47-	52,197.49	268,048.17	508,303.01	34.53	0.00
2020	345,841.35	1,592.98-	1,214.50-	11,045.37	72,921.02	271,705.83	21.16	0.00
2019	254,055.11	86.11-	6,301.29	5,902.46	40,912.56	219,443.84	15.71	0.00
2018	165,151.78	.00	3,136.27-	2,958.46	13,753.87	148,261.64	8.49	0.00
2017	113,137.03	.00	94.09-	2,687.18	9,353.90	103,689.04	8.27	94.09-
2016	100,594.57	.00	36.62-	608.62	4,397.28	96,160.67	4.37	36.62-
2015	91,075.73	.00	36.62-	118.77	1,959.33	89,079.78	2.15	36.62-
2014	79,724.64	.00	38.08-	163.40	1,557.17	78,129.39	1.95	38.08-
2013	63,116.11	.00	38.08-	187.41	1,729.73	61,348.30	2.74	38.08-
2012	61,915.99	.00	38.08-	214.56	1,742.16	60,135.75	2.82	38.08-
2011	61,493.30	.00	38.08-	291.97	1,756.03	59,699.19	2.86	38.08-
2010	61,675.29	.00	38.08-	94.25	1,224.01	60,413.20	1.99	38.08-
2009	62,123.21	.00	38.08-	170.48	1,535.33	60,549.80	2.47	38.08-
2008	49,044.32	.00	38.18-	82.28	1,638.72	47,367.42	3.34	38.18-
2007	44,503.12	.00	34.67-	0.00	1,012.03	43,456.42	2.28	34.67-
2006	38,544.56	.00	16.64-	0.00	1,035.78	37,492.14	2.69	16.64-
2005	35,584.23	.00	0.00	25.37	738.99	34,845.24	2.08	0.00
2004	35,136.74	.00	0.00	153.78	493.76	34,642.98	1.41	0.00
2003	27,085.57	.00	0.00	0.00	411.62	26,673.95	1.52	0.00
2002	25,472.44	.00	0.00	0.00	182.18	25,290.26	.72	0.00
2001	107,537.87	.00	0.00	18.66	1,067.15	106,470.72	.99	0.00
****	31,367,009.45	30,163.84-	45,432.60	1,343,835.61	26,909,507.85	4,502,934.20		485.30-
CURR	28,727,504.84	26,454.76-	84,307.85	1,266,915.10	26,482,037.06	2,329,775.63		0.00
DELQ	2,639,504.61	3,709.08-	38,875.25-	76,920.51	427,470.79	2,173,158.57		485.30-

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 03/01/2023 TO 03/31/2023

EXCLUDES AG ROLLBACK

JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
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CURRENT YEAR	4,103,568,612	20,387,161	4,123,955,773	0.717600	28,811,812.69	24,726
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YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL

2022	28,727,504.84	26,454.76-	84,307.85	1,266,915.10	26,482,037.06	2,329,775.63	91.91	0.00
	ADJUSTMENT REFUNDS	22,345.69-	99,052.54-					
2021	807,603.33	2,029.99-	45,602.67-	52,197.49	267,489.36	494,511.30	35.10	0.00
	ADJUSTMENT REFUNDS	1,879.96-	35,265.17-					
2020	332,718.85	1,592.98-	6,464.10-	11,045.37	72,361.93	253,892.82	22.18	0.00
	ADJUSTMENT REFUNDS	1,521.22-	4,605.23-					
2019	240,941.10	86.11-	1,389.71-	5,902.46	40,353.76	199,197.63	16.85	0.00
	ADJUSTMENT REFUNDS	86.11-	657.59-					
2018	165,151.78	.00	3,136.27-	2,958.46	13,753.87	148,261.64	8.49	0.00
	ADJUSTMENT REFUNDS	.00	1,707.26-					
2017	113,137.03	.00	94.09-	2,687.18	9,353.90	103,689.04	8.27	94.09-
2016	100,594.57	.00	36.62-	608.62	4,397.28	96,160.67	4.37	36.62-
2015	91,075.73	.00	36.62-	118.77	1,959.33	89,079.78	2.15	36.62-
2014	79,724.64	.00	38.08-	163.40	1,557.17	78,129.39	1.95	38.08-
2013	63,116.11	.00	38.08-	187.41	1,729.73	61,348.30	2.74	38.08-
2012	61,915.99	.00	38.08-	214.56	1,742.16	60,135.75	2.82	38.08-
2011	61,493.30	.00	38.08-	291.97	1,756.03	59,699.19	2.86	38.08-
2010	61,675.29	.00	38.08-	94.25	1,224.01	60,413.20	1.99	38.08-
2009	62,123.21	.00	38.08-	170.48	1,535.33	60,549.80	2.47	38.08-
2008	49,044.32	.00	38.18-	82.28	1,638.72	47,367.42	3.34	38.18-
2007	44,503.12	.00	34.67-	0.00	1,012.03	43,456.42	2.28	34.67-
2006	38,544.56	.00	16.64-	0.00	1,035.78	37,492.14	2.69	16.64-
2005	35,584.23	.00	0.00	25.37	738.99	34,845.24	2.08	0.00
2004	35,136.74	.00	0.00	153.78	493.76	34,642.98	1.41	0.00
2003	27,085.57	.00	0.00	0.00	411.62	26,673.95	1.52	0.00
2002	25,472.44	.00	0.00	0.00	182.18	25,290.26	.72	0.00
2001	107,537.87	.00	0.00	18.66	1,067.15	106,470.72	.99	0.00
****	31,331,684.62	30,163.84-	27,229.80	1,343,835.61	26,907,831.15	4,451,083.27		485.30-
	ADJUSTMENT REFUNDS	25,832.98-	141,287.79-					

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TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 03/01/2023 TO 03/31/2023

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JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
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CURRENT YEAR	0	0	0	0.717600	14,350.52	1
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YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL

2021	9,088.32	.00	5,262.20	0.00	558.81	13,791.71	3.89	0.00
ADJUSTMENT REFUNDS		1,879.96-	35,265.17-					
2020	13,122.50	.00	5,249.60	0.00	559.09	17,813.01	3.04	0.00
ADJUSTMENT REFUNDS		1,521.22-	4,605.23-					
2019	13,114.01	.00	7,691.00	0.00	558.80	20,246.21	2.69	0.00
ADJUSTMENT REFUNDS		86.11-	657.59-					
****	35,324.83	.00	18,202.80	0.00	1,676.70	51,850.93		0.00
ADJUSTMENT REFUNDS		3,487.29-	40,527.99-					

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 03/01/2023 TO 03/31/2023

JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
	-----	-----	-----	-----	-----	-----
CURRENT YEAR	4,103,568,612	20,387,161	4,123,955,773	0.717600	28,811,812.69	24,726
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YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL

2022	28,727,504.84	26,454.76-	84,307.85	1,266,915.10	26,482,037.06	2,329,775.63	91.91	0.00
	ADJUSTMENT REFUNDS	22,345.69-	99,052.54-					
2021	816,691.65	2,029.99-	40,340.47-	52,197.49	268,048.17	508,303.01	34.53	0.00
	ADJUSTMENT REFUNDS	1,879.96-	35,265.17-					
2020	345,841.35	1,592.98-	1,214.50-	11,045.37	72,921.02	271,705.83	21.16	0.00
	ADJUSTMENT REFUNDS	1,521.22-	4,605.23-					
2019	254,055.11	86.11-	6,301.29	5,902.46	40,912.56	219,443.84	15.71	0.00
	ADJUSTMENT REFUNDS	86.11-	657.59-					
2018	165,151.78	.00	3,136.27-	2,958.46	13,753.87	148,261.64	8.49	0.00
	ADJUSTMENT REFUNDS	.00	1,707.26-					
2017	113,137.03	.00	94.09-	2,687.18	9,353.90	103,689.04	8.27	94.09-
2016	100,594.57	.00	36.62-	608.62	4,397.28	96,160.67	4.37	36.62-
2015	91,075.73	.00	36.62-	118.77	1,959.33	89,079.78	2.15	36.62-
2014	79,724.64	.00	38.08-	163.40	1,557.17	78,129.39	1.95	38.08-
2013	63,116.11	.00	38.08-	187.41	1,729.73	61,348.30	2.74	38.08-
2012	61,915.99	.00	38.08-	214.56	1,742.16	60,135.75	2.82	38.08-
2011	61,493.30	.00	38.08-	291.97	1,756.03	59,699.19	2.86	38.08-
2010	61,675.29	.00	38.08-	94.25	1,224.01	60,413.20	1.99	38.08-
2009	62,123.21	.00	38.08-	170.48	1,535.33	60,549.80	2.47	38.08-
2008	49,044.32	.00	38.18-	82.28	1,638.72	47,367.42	3.34	38.18-
2007	44,503.12	.00	34.67-	0.00	1,012.03	43,456.42	2.28	34.67-
2006	38,544.56	.00	16.64-	0.00	1,035.78	37,492.14	2.69	16.64-
2005	35,584.23	.00	0.00	25.37	738.99	34,845.24	2.08	0.00
2004	35,136.74	.00	0.00	153.78	493.76	34,642.98	1.41	0.00
2003	27,085.57	.00	0.00	0.00	411.62	26,673.95	1.52	0.00
2002	25,472.44	.00	0.00	0.00	182.18	25,290.26	.72	0.00
2001	107,537.87	.00	0.00	18.66	1,067.15	106,470.72	.99	0.00
****	31,367,009.45	30,163.84-	45,432.60	1,343,835.61	26,909,507.85	4,502,934.20		485.30-
	ADJUSTMENT REFUNDS	25,832.98-	141,287.79-					

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 TC298-D SELECTION: SYSTEM
 RECEIPT DATE: ALL
 LOCATION: LOCATION NAME NOT FOUND

TAX COLLECTION SYSTEM
 DEPOSIT DISTRIBUTION
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YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2022	M & O	.567100	20,928,044.24	.00	120,280.91	.00	21,048,325.15	149.02	.00	.00	21,048,474.17
	I & S	.150500	5,553,992.82	.00	31,920.45	.00	5,585,913.27	.00	.00	.00	5,585,913.27
	TOTAL	.717600	26,482,037.06	.00	152,201.36	.00	26,634,238.42	149.02	.00	.00	26,634,387.44
2021	M & O	.567100	211,389.58	.00	51,623.98	.00	263,013.56	50,597.73	.00	.00	313,611.29
	I & S	.150500	56,099.78	.00	13,700.14	.00	69,799.92	.00	.00	.00	69,799.92
	TOTAL	.717600	267,489.36	.00	65,324.12	.00	332,813.48	50,597.73	.00	.00	383,411.21
2020	M & O	.567100	57,185.68	.00	20,082.02	.00	77,267.70	13,947.71	.00	.00	91,215.41
	I & S	.150500	15,176.25	.00	5,329.45	.00	20,505.70	.00	.00	.00	20,505.70
	TOTAL	.717600	72,361.93	.00	25,411.47	.00	97,773.40	13,947.71	.00	.00	111,721.11
2019	M & O	.567100	31,890.45	.00	14,323.18	.00	46,213.63	8,162.46	.00	.00	54,376.09
	I & S	.150500	8,463.31	.00	3,801.19	.00	12,264.50	.00	.00	.00	12,264.50
	TOTAL	.717600	40,353.76	.00	18,124.37	.00	58,478.13	8,162.46	.00	.00	66,640.59
2018	M & O	.567100	12,018.12	.00	6,962.12	.00	18,980.24	2,988.45	.00	.00	21,968.69
	I & S	.081900	1,735.75	.00	1,005.48	.00	2,741.23	.00	.00	.00	2,741.23
	TOTAL	.649000	13,753.87	.00	7,967.60	.00	21,721.47	2,988.45	.00	.00	24,709.92
2017	M & O	.567100	8,173.53	.00	5,021.73	.00	13,195.26	1,952.89	.00	.00	15,148.15
	I & S	.081900	1,180.37	.00	725.18	.00	1,905.55	.00	.00	.00	1,905.55
	TOTAL	.649000	9,353.90	.00	5,746.91	.00	15,100.81	1,952.89	.00	.00	17,053.70
2016	M & O	.582100	3,913.85	.00	2,945.89	.00	6,859.74	1,034.34	.00	.00	7,894.08
	I & S	.071900	483.43	.00	363.88	.00	847.31	.00	.00	.00	847.31
	TOTAL	.654000	4,397.28	.00	3,309.77	.00	7,707.05	1,034.34	.00	.00	8,741.39
2015	M & O	.582100	1,743.91	.00	1,496.09	.00	3,240.00	484.02	.00	.00	3,724.02
	I & S	.071900	215.42	.00	184.79	.00	400.21	.00	.00	.00	400.21
	TOTAL	.654000	1,959.33	.00	1,680.88	.00	3,640.21	484.02	.00	.00	4,124.23
2014	M & O	.608100	1,392.52	.00	1,261.85	.00	2,654.37	349.64	.00	.00	3,004.01
	I & S	.071900	164.65	.00	149.22	.00	313.87	.00	.00	.00	313.87
	TOTAL	.680000	1,557.17	.00	1,411.07	.00	2,968.24	349.64	.00	.00	3,317.88
2013	M & O	.605000	1,538.96	.00	1,569.42	.00	3,108.38	342.50	.00	.00	3,450.88
	I & S	.075000	190.77	.00	194.57	.00	385.34	.00	.00	.00	385.34
	TOTAL	.680000	1,729.73	.00	1,763.99	.00	3,493.72	342.50	.00	.00	3,836.22
2012	M & O	.602600	1,543.85	.00	1,376.63	.00	2,920.48	150.55	.00	.00	3,071.03
	I & S	.077400	198.31	.00	176.85	.00	375.16	.00	.00	.00	375.16
	TOTAL	.680000	1,742.16	.00	1,553.48	.00	3,295.64	150.55	.00	.00	3,446.19
2011	M & O	.602100	1,554.87	.00	1,558.90	.00	3,113.77	264.52	.00	.00	3,378.29
	I & S	.077900	201.16	.00	201.72	.00	402.88	.00	.00	.00	402.88
	TOTAL	.680000	1,756.03	.00	1,760.62	.00	3,516.65	264.52	.00	.00	3,781.17

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 TC298-D SELECTION: SYSTEM
 RECEIPT DATE: ALL
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TAX COLLECTION SYSTEM
 DEPOSIT DISTRIBUTION
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 JURISDICTION: 0033 CITY OF PHARR

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 EXCLUDES AG ROLLBACK

YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2010	M & O	.601800	1,083.24	.00	1,281.42	.00	2,364.66	248.52	.00	.00	2,613.18
	I & S	.078200	140.77	.00	166.54	.00	307.31	.00	.00	.00	307.31
	TOTAL	.680000	1,224.01	.00	1,447.96	.00	2,671.97	248.52	.00	.00	2,920.49
2009	M & O	.601800	1,358.77	.00	1,642.05	.00	3,000.82	253.88	.00	.00	3,254.70
	I & S	.078200	176.56	.00	213.39	.00	389.95	.00	.00	.00	389.95
	TOTAL	.680000	1,535.33	.00	1,855.44	.00	3,390.77	253.88	.00	.00	3,644.65
2008	M & O	.602940	1,449.08	.00	2,012.16	.00	3,461.24	368.42	.00	.00	3,829.66
	I & S	.078910	189.64	.00	263.37	.00	453.01	.00	.00	.00	453.01
	TOTAL	.681850	1,638.72	.00	2,275.53	.00	3,914.25	368.42	.00	.00	4,282.67
2007	M & O	.596130	883.15	.00	1,372.44	.00	2,255.59	280.00	.00	.00	2,535.59
	I & S	.086990	128.88	.00	200.28	.00	329.16	.00	.00	.00	329.16
	TOTAL	.683120	1,012.03	.00	1,572.72	.00	2,584.75	280.00	.00	.00	2,864.75
2006	M & O	.593130	899.33	.00	1,371.46	.00	2,270.79	246.14	.00	.00	2,516.93
	I & S	.089990	136.45	.00	208.08	.00	344.53	.00	.00	.00	344.53
	TOTAL	.683120	1,035.78	.00	1,579.54	.00	2,615.32	246.14	.00	.00	2,861.46
2005	M & O	.593130	641.65	.00	943.08	.00	1,584.73	128.31	.00	.00	1,713.04
	I & S	.089990	97.34	.00	143.11	.00	240.45	.00	.00	.00	240.45
	TOTAL	.683120	738.99	.00	1,086.19	.00	1,825.18	128.31	.00	.00	1,953.49
2004	M & O	.601650	434.86	.00	795.73	.00	1,230.59	152.55	.00	.00	1,383.14
	I & S	.081470	58.90	.00	107.73	.00	166.63	.00	.00	.00	166.63
	TOTAL	.683120	493.76	.00	903.46	.00	1,397.22	152.55	.00	.00	1,549.77
2003	M & O	.596220	359.26	.00	657.30	.00	1,016.56	112.25	.00	.00	1,128.81
	I & S	.086900	52.36	.00	95.81	.00	148.17	.00	.00	.00	148.17
	TOTAL	.683120	411.62	.00	753.11	.00	1,164.73	112.25	.00	.00	1,276.98
2002	M & O	.590210	155.83	.00	323.63	.00	479.46	67.01	.00	.00	546.47
	I & S	.099790	26.35	.00	54.71	.00	81.06	.00	.00	.00	81.06
	TOTAL	.690000	182.18	.00	378.34	.00	560.52	67.01	.00	.00	627.53
2001	M & O	.564720	107.42	.00	219.89	.00	327.31	41.87	.00	.00	369.18
	I & S	.097590	18.57	.00	37.99	.00	56.56	.00	.00	.00	56.56
	TOTAL	.662310	125.99	.00	257.88	.00	383.87	41.87	.00	.00	425.74
2000	M & O	.533960	94.00	.00	186.30	.00	280.30	32.42	.00	.00	312.72
	I & S	.108350	19.08	.00	37.80	.00	56.88	.00	.00	.00	56.88
	TOTAL	.642310	113.08	.00	224.10	.00	337.18	32.42	.00	.00	369.60
1999	M & O	.529360	73.32	.00	151.17	.00	224.49	25.62	.00	.00	250.11
	I & S	.112950	15.65	.00	32.25	.00	47.90	.00	.00	.00	47.90
	TOTAL	.642310	88.97	.00	183.42	.00	272.39	25.62	.00	.00	298.01

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TAX COLLECTION SYSTEM
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 EXCLUDES AG ROLLBACK

YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
1998	M & O	.505610	116.88	.00	267.29	.00	384.17	51.13	.00	.00	435.30
	I & S	.124390	28.76	.00	65.76	.00	94.52	.00	.00	.00	94.52
	TOTAL	.630000	145.64	.00	333.05	.00	478.69	51.13	.00	.00	529.82
1997	M & O	.524810	68.47	.00	157.59	.00	226.06	25.36	.00	.00	251.42
	I & S	.075190	9.81	.00	22.58	.00	32.39	.00	.00	.00	32.39
	TOTAL	.600000	78.28	.00	180.17	.00	258.45	25.36	.00	.00	283.81
1996	M & O	.516090	64.98	.00	157.37	.00	222.35	25.84	.00	.00	248.19
	I & S	.083910	10.57	.00	25.59	.00	36.16	.00	.00	.00	36.16
	TOTAL	.600000	75.55	.00	182.96	.00	258.51	25.84	.00	.00	284.35
1995	M & O	.510030	64.22	.00	163.24	.00	227.46	27.20	.00	.00	254.66
	I & S	.089970	11.33	.00	28.79	.00	40.12	.00	.00	.00	40.12
	TOTAL	.600000	75.55	.00	192.03	.00	267.58	27.20	.00	.00	294.78
1994	M & O	.471740	84.16	.00	220.22	.00	304.38	24.45	.00	.00	328.83
	I & S	.098260	17.53	.00	45.87	.00	63.40	.00	.00	.00	63.40
	TOTAL	.570000	101.69	.00	266.09	.00	367.78	24.45	.00	.00	392.23
1992	M & O	.447640	3.02	.00	7.95	.00	10.97	.00	.00	.00	10.97
	I & S	.112360	.76	.00	1.99	.00	2.75	.00	.00	.00	2.75
	TOTAL	.560000	3.78	.00	9.94	.00	13.72	.00	.00	.00	13.72
1989	M & O	.556640	2.19	.00	7.02	.00	9.21	.00	.00	.00	9.21
	I & S	.113360	.44	.00	1.43	.00	1.87	.00	.00	.00	1.87
	TOTAL	.670000	2.63	.00	8.45	.00	11.08	.00	.00	.00	11.08
1988	M & O	.575520	219.90	.00	756.77	.00	976.67	.00	.00	.00	976.67
	I & S	.094480	36.09	.00	124.24	.00	160.33	.00	.00	.00	160.33
	TOTAL	.670000	255.99	.00	881.01	.00	1,137.00	.00	.00	.00	1,137.00
ALL	M & O		21,268,553.29	.00	241,196.80	.00	21,509,750.09	82,534.80	.00	.00	21,592,284.89
ALL	I & S		5,639,277.86	.00	59,630.23	.00	5,698,908.09	.00	.00	.00	5,698,908.09
ALL	TOTAL		26,907,831.15	.00	300,827.03	.00	27,208,658.18	82,534.80	.00	.00	27,291,192.98
DLQ	M & O		340,509.05	.00	120,915.89	.00	461,424.94	82,385.78	.00	.00	543,810.72
DLQ	I & S		85,285.04	.00	27,709.78	.00	112,994.82	.00	.00	.00	112,994.82
DLQ	TOTAL		425,794.09	.00	148,625.67	.00	574,419.76	82,385.78	.00	.00	656,805.54
CURR	M & O		20,928,044.24	.00	120,280.91	.00	21,048,325.15	149.02	.00	.00	21,048,474.17
CURR	I & S		5,553,992.82	.00	31,920.45	.00	5,585,913.27	.00	.00	.00	5,585,913.27
CURR	TOTAL		26,482,037.06	.00	152,201.36	.00	26,634,238.42	149.02	.00	.00	26,634,387.44

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YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2022	M & O	.567100	20,928,044.24	.00	120,280.91	.00	21,048,325.15	149.02	.00	.00	21,048,474.17
	I & S	.150500	5,553,992.82	.00	31,920.45	.00	5,585,913.27	.00	.00	.00	5,585,913.27
	TOTAL	.717600	26,482,037.06	.00	152,201.36	.00	26,634,238.42	149.02	.00	.00	26,634,387.44
2021	M & O	.567100	211,831.19	.00	51,623.98	.00	263,455.17	50,597.73	.00	.00	314,052.90
	I & S	.150500	56,216.98	.00	13,700.14	.00	69,917.12	.00	.00	.00	69,917.12
	TOTAL	.717600	268,048.17	.00	65,324.12	.00	333,372.29	50,597.73	.00	.00	383,970.02
2020	M & O	.567100	57,627.51	.00	20,082.02	.00	77,709.53	13,947.71	.00	.00	91,657.24
	I & S	.150500	15,293.51	.00	5,329.45	.00	20,622.96	.00	.00	.00	20,622.96
	TOTAL	.717600	72,921.02	.00	25,411.47	.00	98,332.49	13,947.71	.00	.00	112,280.20
2019	M & O	.567100	32,332.05	.00	14,323.18	.00	46,655.23	8,162.46	.00	.00	54,817.69
	I & S	.150500	8,580.51	.00	3,801.19	.00	12,381.70	.00	.00	.00	12,381.70
	TOTAL	.717600	40,912.56	.00	18,124.37	.00	59,036.93	8,162.46	.00	.00	67,199.39
2018	M & O	.567100	12,018.12	.00	6,962.12	.00	18,980.24	2,988.45	.00	.00	21,968.69
	I & S	.081900	1,735.75	.00	1,005.48	.00	2,741.23	.00	.00	.00	2,741.23
	TOTAL	.649000	13,753.87	.00	7,967.60	.00	21,721.47	2,988.45	.00	.00	24,709.92
2017	M & O	.567100	8,173.53	.00	5,021.73	.00	13,195.26	1,952.89	.00	.00	15,148.15
	I & S	.081900	1,180.37	.00	725.18	.00	1,905.55	.00	.00	.00	1,905.55
	TOTAL	.649000	9,353.90	.00	5,746.91	.00	15,100.81	1,952.89	.00	.00	17,053.70
2016	M & O	.582100	3,913.85	.00	2,945.89	.00	6,859.74	1,034.34	.00	.00	7,894.08
	I & S	.071900	483.43	.00	363.88	.00	847.31	.00	.00	.00	847.31
	TOTAL	.654000	4,397.28	.00	3,309.77	.00	7,707.05	1,034.34	.00	.00	8,741.39
2015	M & O	.582100	1,743.91	.00	1,496.09	.00	3,240.00	484.02	.00	.00	3,724.02
	I & S	.071900	215.42	.00	184.79	.00	400.21	.00	.00	.00	400.21
	TOTAL	.654000	1,959.33	.00	1,680.88	.00	3,640.21	484.02	.00	.00	4,124.23
2014	M & O	.608100	1,392.52	.00	1,261.85	.00	2,654.37	349.64	.00	.00	3,004.01
	I & S	.071900	164.65	.00	149.22	.00	313.87	.00	.00	.00	313.87
	TOTAL	.680000	1,557.17	.00	1,411.07	.00	2,968.24	349.64	.00	.00	3,317.88
2013	M & O	.605000	1,538.96	.00	1,569.42	.00	3,108.38	342.50	.00	.00	3,450.88
	I & S	.075000	190.77	.00	194.57	.00	385.34	.00	.00	.00	385.34
	TOTAL	.680000	1,729.73	.00	1,763.99	.00	3,493.72	342.50	.00	.00	3,836.22
2012	M & O	.602600	1,543.85	.00	1,376.63	.00	2,920.48	150.55	.00	.00	3,071.03
	I & S	.077400	198.31	.00	176.85	.00	375.16	.00	.00	.00	375.16
	TOTAL	.680000	1,742.16	.00	1,553.48	.00	3,295.64	150.55	.00	.00	3,446.19
2011	M & O	.602100	1,554.87	.00	1,558.90	.00	3,113.77	264.52	.00	.00	3,378.29
	I & S	.077900	201.16	.00	201.72	.00	402.88	.00	.00	.00	402.88
	TOTAL	.680000	1,756.03	.00	1,760.62	.00	3,516.65	264.52	.00	.00	3,781.17

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YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
2010	M & O	.601800	1,083.24	.00	1,281.42	.00	2,364.66	248.52	.00	.00	2,613.18
	I & S	.078200	140.77	.00	166.54	.00	307.31	.00	.00	.00	307.31
	TOTAL	.680000	1,224.01	.00	1,447.96	.00	2,671.97	248.52	.00	.00	2,920.49
2009	M & O	.601800	1,358.77	.00	1,642.05	.00	3,000.82	253.88	.00	.00	3,254.70
	I & S	.078200	176.56	.00	213.39	.00	389.95	.00	.00	.00	389.95
	TOTAL	.680000	1,535.33	.00	1,855.44	.00	3,390.77	253.88	.00	.00	3,644.65
2008	M & O	.602940	1,449.08	.00	2,012.16	.00	3,461.24	368.42	.00	.00	3,829.66
	I & S	.078910	189.64	.00	263.37	.00	453.01	.00	.00	.00	453.01
	TOTAL	.681850	1,638.72	.00	2,275.53	.00	3,914.25	368.42	.00	.00	4,282.67
2007	M & O	.596130	883.15	.00	1,372.44	.00	2,255.59	280.00	.00	.00	2,535.59
	I & S	.086990	128.88	.00	200.28	.00	329.16	.00	.00	.00	329.16
	TOTAL	.683120	1,012.03	.00	1,572.72	.00	2,584.75	280.00	.00	.00	2,864.75
2006	M & O	.593130	899.33	.00	1,371.46	.00	2,270.79	246.14	.00	.00	2,516.93
	I & S	.089990	136.45	.00	208.08	.00	344.53	.00	.00	.00	344.53
	TOTAL	.683120	1,035.78	.00	1,579.54	.00	2,615.32	246.14	.00	.00	2,861.46
2005	M & O	.593130	641.65	.00	943.08	.00	1,584.73	128.31	.00	.00	1,713.04
	I & S	.089990	97.34	.00	143.11	.00	240.45	.00	.00	.00	240.45
	TOTAL	.683120	738.99	.00	1,086.19	.00	1,825.18	128.31	.00	.00	1,953.49
2004	M & O	.601650	434.86	.00	795.73	.00	1,230.59	152.55	.00	.00	1,383.14
	I & S	.081470	58.90	.00	107.73	.00	166.63	.00	.00	.00	166.63
	TOTAL	.683120	493.76	.00	903.46	.00	1,397.22	152.55	.00	.00	1,549.77
2003	M & O	.596220	359.26	.00	657.30	.00	1,016.56	112.25	.00	.00	1,128.81
	I & S	.086900	52.36	.00	95.81	.00	148.17	.00	.00	.00	148.17
	TOTAL	.683120	411.62	.00	753.11	.00	1,164.73	112.25	.00	.00	1,276.98
2002	M & O	.590210	155.83	.00	323.63	.00	479.46	67.01	.00	.00	546.47
	I & S	.099790	26.35	.00	54.71	.00	81.06	.00	.00	.00	81.06
	TOTAL	.690000	182.18	.00	378.34	.00	560.52	67.01	.00	.00	627.53
2001	M & O	.564720	107.42	.00	219.89	.00	327.31	41.87	.00	.00	369.18
	I & S	.097590	18.57	.00	37.99	.00	56.56	.00	.00	.00	56.56
	TOTAL	.662310	125.99	.00	257.88	.00	383.87	41.87	.00	.00	425.74
2000	M & O	.533960	94.00	.00	186.30	.00	280.30	32.42	.00	.00	312.72
	I & S	.108350	19.08	.00	37.80	.00	56.88	.00	.00	.00	56.88
	TOTAL	.642310	113.08	.00	224.10	.00	337.18	32.42	.00	.00	369.60
1999	M & O	.529360	73.32	.00	151.17	.00	224.49	25.62	.00	.00	250.11
	I & S	.112950	15.65	.00	32.25	.00	47.90	.00	.00	.00	47.90
	TOTAL	.642310	88.97	.00	183.42	.00	272.39	25.62	.00	.00	298.01

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YEAR	FUND	TAX RATE	LEVY PAID	DISCOUNT GIVEN	PENALTY INTEREST	TIF AMOUNT	DISBURSE TOTAL	ATTORNEY	OTHER FEES	REFUND AMOUNT	PAYMENT AMOUNT
1998	M & O	.505610	116.88	.00	267.29	.00	384.17	51.13	.00	.00	435.30
	I & S	.124390	28.76	.00	65.76	.00	94.52	.00	.00	.00	94.52
	TOTAL	.630000	145.64	.00	333.05	.00	478.69	51.13	.00	.00	529.82
1997	M & O	.524810	68.47	.00	157.59	.00	226.06	25.36	.00	.00	251.42
	I & S	.075190	9.81	.00	22.58	.00	32.39	.00	.00	.00	32.39
	TOTAL	.600000	78.28	.00	180.17	.00	258.45	25.36	.00	.00	283.81
1996	M & O	.516090	64.98	.00	157.37	.00	222.35	25.84	.00	.00	248.19
	I & S	.083910	10.57	.00	25.59	.00	36.16	.00	.00	.00	36.16
	TOTAL	.600000	75.55	.00	182.96	.00	258.51	25.84	.00	.00	284.35
1995	M & O	.510030	64.22	.00	163.24	.00	227.46	27.20	.00	.00	254.66
	I & S	.089970	11.33	.00	28.79	.00	40.12	.00	.00	.00	40.12
	TOTAL	.600000	75.55	.00	192.03	.00	267.58	27.20	.00	.00	294.78
1994	M & O	.471740	84.16	.00	220.22	.00	304.38	24.45	.00	.00	328.83
	I & S	.098260	17.53	.00	45.87	.00	63.40	.00	.00	.00	63.40
	TOTAL	.570000	101.69	.00	266.09	.00	367.78	24.45	.00	.00	392.23
1992	M & O	.447640	3.02	.00	7.95	.00	10.97	.00	.00	.00	10.97
	I & S	.112360	.76	.00	1.99	.00	2.75	.00	.00	.00	2.75
	TOTAL	.560000	3.78	.00	9.94	.00	13.72	.00	.00	.00	13.72
1989	M & O	.556640	2.19	.00	7.02	.00	9.21	.00	.00	.00	9.21
	I & S	.113360	.44	.00	1.43	.00	1.87	.00	.00	.00	1.87
	TOTAL	.670000	2.63	.00	8.45	.00	11.08	.00	.00	.00	11.08
1988	M & O	.575520	219.90	.00	756.77	.00	976.67	.00	.00	.00	976.67
	I & S	.094480	36.09	.00	124.24	.00	160.33	.00	.00	.00	160.33
	TOTAL	.670000	255.99	.00	881.01	.00	1,137.00	.00	.00	.00	1,137.00
ALL	M & O		21,269,878.33	.00	241,196.80	.00	21,511,075.13	82,534.80	.00	.00	21,593,609.93
ALL	I & S		5,639,629.52	.00	59,630.23	.00	5,699,259.75	.00	.00	.00	5,699,259.75
ALL	TOTAL		26,909,507.85	.00	300,827.03	.00	27,210,334.88	82,534.80	.00	.00	27,292,869.68
DLQ	M & O		341,834.09	.00	120,915.89	.00	462,749.98	82,385.78	.00	.00	545,135.76
DLQ	I & S		85,636.70	.00	27,709.78	.00	113,346.48	.00	.00	.00	113,346.48
DLQ	TOTAL		427,470.79	.00	148,625.67	.00	576,096.46	82,385.78	.00	.00	658,482.24
CURR	M & O		20,928,044.24	.00	120,280.91	.00	21,048,325.15	149.02	.00	.00	21,048,474.17
CURR	I & S		5,553,992.82	.00	31,920.45	.00	5,585,913.27	.00	.00	.00	5,585,913.27
CURR	TOTAL		26,482,037.06	.00	152,201.36	.00	26,634,238.42	149.02	.00	.00	26,634,387.44

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 10/01/2022 TO 03/31/2023

EXCLUDES AG ROLLBACK

FISCAL START: 10/01/2022 END: 09/30/2023 JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
	-----	-----	-----	-----	-----	-----
CURRENT YEAR	4,103,568,612	20,387,161	4,123,955,773	00.717600	28,811,812.69	24,726
	-----	-----	-----	-----	-----	-----

YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE COLL % YTD UNCOLL

2022	28,727,504.84	84,307.85	84,307.85	26,482,037.06	26,482,037.06	2,329,775.63 91.91 0.00
2021	807,603.33	45,602.67-	45,602.67-	267,489.36	267,489.36	494,511.30 35.10 0.00
2020	332,718.85	6,464.10-	6,464.10-	72,361.93	72,361.93	253,892.82 22.18 0.00
2019	240,941.10	1,389.71-	1,389.71-	40,353.76	40,353.76	199,197.63 16.85 0.00
2018	165,151.78	3,136.27-	3,136.27-	13,753.87	13,753.87	148,261.64 8.49 0.00
2017	113,137.03	94.09-	94.09-	9,353.90	9,353.90	103,689.04 8.27 94.09-
2016	100,594.57	36.62-	36.62-	4,397.28	4,397.28	96,160.67 4.37 36.62-
2015	91,075.73	36.62-	36.62-	1,959.33	1,959.33	89,079.78 2.15 36.62-
2014	79,724.64	38.08-	38.08-	1,557.17	1,557.17	78,129.39 1.95 38.08-
2013	63,116.11	38.08-	38.08-	1,729.73	1,729.73	61,348.30 2.74 38.08-
2012	61,915.99	38.08-	38.08-	1,742.16	1,742.16	60,135.75 2.82 38.08-
2011	61,493.30	38.08-	38.08-	1,756.03	1,756.03	59,699.19 2.86 38.08-
2010	61,675.29	38.08-	38.08-	1,224.01	1,224.01	60,413.20 1.99 38.08-
2009	62,123.21	38.08-	38.08-	1,535.33	1,535.33	60,549.80 2.47 38.08-
2008	49,044.32	38.18-	38.18-	1,638.72	1,638.72	47,367.42 3.34 38.18-
2007	44,503.12	34.67-	34.67-	1,012.03	1,012.03	43,456.42 2.28 34.67-
2006	38,544.56	16.64-	16.64-	1,035.78	1,035.78	37,492.14 2.69 16.64-
2005	35,584.23	.00	0.00	738.99	738.99	34,845.24 2.08 0.00
2004	35,136.74	.00	0.00	493.76	493.76	34,642.98 1.41 0.00
2003	27,085.57	.00	0.00	411.62	411.62	26,673.95 1.52 0.00
2002	25,472.44	.00	0.00	182.18	182.18	25,290.26 .72 0.00
2001	107,537.87	.00	0.00	1,067.15	1,067.15	106,470.72 .99 0.00
****	31,331,684.62	27,229.80	27,229.80	26,907,831.15	26,907,831.15	4,451,083.27 485.30-
CURR	28,727,504.84	84,307.85	84,307.85	26,482,037.06	26,482,037.06	2,329,775.63 0.00
DELQ	2,604,179.78	57,078.05-	57,078.05-	425,794.09	425,794.09	2,121,307.64 485.30-

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 10/01/2022 TO 03/31/2023

AG ROLLBACK ONLY

FISCAL START: 10/01/2022 END: 09/30/2023 JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
	-----	-----	-----	-----	-----	-----
CURRENT YEAR	0	0	0 0	00.000000	0.00	0
	-----	-----	-----	-----	-----	-----

YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL
	-----	-----	-----	-----	-----	-----	-----	-----
2021	9,088.32	5,262.20	5,262.20	558.81	558.81	13,791.71	3.89	0.00
2020	13,122.50	5,249.60	5,249.60	559.09	559.09	17,813.01	3.04	0.00
2019	13,114.01	7,691.00	7,691.00	558.80	558.80	20,246.21	2.69	0.00
****	35,324.83	18,202.80	18,202.80	1,676.70	1,676.70	51,850.93		0.00
CURR	0.00	.00	0.00	0.00	0.00	0.00		0.00
DELQ	35,324.83	18,202.80	18,202.80	1,676.70	1,676.70	51,850.93		0.00

TAX COLLECTION SYSTEM
TAX COLLECTOR MONTHLY REPORT
FROM 10/01/2022 TO 03/31/2023

INCLUDES AG ROLLBACK

FISCAL START: 10/01/2022 END: 09/30/2023 JURISDICTION: 0033 CITY OF PHARR

	CERT TAXABLE VALUE	ADJUSTMENTS	ADJ TAX VALUE	TAX RATE	TAX LEVY	PAID ACCTS
	-----	-----	-----	-----	-----	-----
CURRENT YEAR	4,103,568,612	20,387,161	4,123,955,773	00.717600	28,811,812.69	24,726
	-----	-----	-----	-----	-----	-----

YEAR	TAXES DUE	MONTH ADJ	ADJUSTMENT YTD	LEVY PAID	PAID YTD	BALANCE	COLL %	YTD UNCOLL
	-----	-----	-----	-----	-----	-----	-----	-----
2022	28,727,504.84	84,307.85	84,307.85	26,482,037.06	26,482,037.06	2,329,775.63	91.91	0.00
2021	816,691.65	40,340.47-	40,340.47-	268,048.17	268,048.17	508,303.01	34.53	0.00
2020	345,841.35	1,214.50-	1,214.50-	72,921.02	72,921.02	271,705.83	21.16	0.00
2019	254,055.11	6,301.29	6,301.29	40,912.56	40,912.56	219,443.84	15.71	0.00
2018	165,151.78	3,136.27-	3,136.27-	13,753.87	13,753.87	148,261.64	8.49	0.00
2017	113,137.03	94.09-	94.09-	9,353.90	9,353.90	103,689.04	8.27	94.09-
2016	100,594.57	36.62-	36.62-	4,397.28	4,397.28	96,160.67	4.37	36.62-
2015	91,075.73	36.62-	36.62-	1,959.33	1,959.33	89,079.78	2.15	36.62-
2014	79,724.64	38.08-	38.08-	1,557.17	1,557.17	78,129.39	1.95	38.08-
2013	63,116.11	38.08-	38.08-	1,729.73	1,729.73	61,348.30	2.74	38.08-
2012	61,915.99	38.08-	38.08-	1,742.16	1,742.16	60,135.75	2.82	38.08-
2011	61,493.30	38.08-	38.08-	1,756.03	1,756.03	59,699.19	2.86	38.08-
2010	61,675.29	38.08-	38.08-	1,224.01	1,224.01	60,413.20	1.99	38.08-
2009	62,123.21	38.08-	38.08-	1,535.33	1,535.33	60,549.80	2.47	38.08-
2008	49,044.32	38.18-	38.18-	1,638.72	1,638.72	47,367.42	3.34	38.18-
2007	44,503.12	34.67-	34.67-	1,012.03	1,012.03	43,456.42	2.28	34.67-
2006	38,544.56	16.64-	16.64-	1,035.78	1,035.78	37,492.14	2.69	16.64-
2005	35,584.23	.00	0.00	738.99	738.99	34,845.24	2.08	0.00
2004	35,136.74	.00	0.00	493.76	493.76	34,642.98	1.41	0.00
2003	27,085.57	.00	0.00	411.62	411.62	26,673.95	1.52	0.00
2002	25,472.44	.00	0.00	182.18	182.18	25,290.26	.72	0.00
2001	107,537.87	.00	0.00	1,067.15	1,067.15	106,470.72	.99	0.00
****	31,367,009.45	45,432.60	45,432.60	26,909,507.85	26,909,507.85	4,502,934.20		485.30-
CURR	28,727,504.84	84,307.85	84,307.85	26,482,037.06	26,482,037.06	2,329,775.63		0.00
DELQ	2,639,504.61	38,875.25-	38,875.25-	427,470.79	427,470.79	2,173,158.57		485.30-

TAX COLLECTION SYSTEM
 DEPOSIT DISTRIBUTION
 JURISDICTION SUMMARY

FROM: 03/01/2023 THRU 03/31/2023

UPDATE MODE

JURISDICTION: ALL

ACCOUNT	YEAR	DEPOSIT	LEVY COLLECTED	RENDITION PENALTY	P & I COLLECTED	RENDITION P & I	RENDITION DISCOUNT	APPRAISAL COMMISSION	DISBURSEMENT AMOUNT
CURR FOR 0028 CITY OF MERCEDES			6,110.29	572.13	544.57	50.69	0.00	31.14	6,623.72
BY COUNTY 108			6,110.29	572.13	544.57	50.69	0.00	31.14	6,623.72
DELQ FOR 0028 CITY OF MERCEDES			365.51	33.23	141.32	12.84	0.00	2.31	504.52
BY COUNTY 108			365.51	33.23	141.32	12.84	0.00	2.31	504.52
TOTAL FOR 0028 CITY OF MERCEDES			6,475.80	605.36	685.89	63.53	0.00	33.45	7,128.24
BY COUNTY 108			6,475.80	605.36	685.89	63.53	0.00	33.45	7,128.24
CURR FOR 0029 CITY OF HIDALGO			547.80	49.81	49.31	4.88	0.00	2.73	594.38
BY COUNTY 108			547.80	49.81	49.31	4.88	0.00	2.73	594.38
DELQ FOR 0029 CITY OF HIDALGO			251.78	47.37-	62.44	16.76	0.00	1.52-	315.74
BY COUNTY 108			251.78	47.37-	62.44	16.76	0.00	1.52-	315.74
TOTAL FOR 0029 CITY OF HIDALGO			799.58	2.44	111.75	21.64	0.00	1.21	910.12
BY COUNTY 108			799.58	2.44	111.75	21.64	0.00	1.21	910.12
CURR FOR 0032 CITY OF MISSION			9,706.61	1,090.57	857.80	100.42	0.00	59.59	10,504.82
BY COUNTY 108			9,706.61	1,090.57	857.80	100.42	0.00	59.59	10,504.82
DELQ FOR 0032 CITY OF MISSION			605.93	126.23	272.48	53.80	0.00	9.01	869.40
BY COUNTY 108			605.93	126.23	272.48	53.80	0.00	9.01	869.40
TOTAL FOR 0032 CITY OF MISSION			10,312.54	1,216.80	1,130.28	154.22	0.00	68.60	11,374.22
BY COUNTY 108			10,312.54	1,216.80	1,130.28	154.22	0.00	68.60	11,374.22
CURR FOR 0033 CITY OF PHARR			16,010.70	1,491.11	1,465.00	137.07	0.00	81.42	17,394.28
BY COUNTY 108			16,010.70	1,491.11	1,465.00	137.07	0.00	81.42	17,394.28
DELQ FOR 0033 CITY OF PHARR			6,935.68	157.77	1,876.73	413.95	0.00	28.64	8,783.77
BY COUNTY 108			6,935.68	157.77	1,876.73	413.95	0.00	28.64	8,783.77
TOTAL FOR 0033 CITY OF PHARR			22,946.38	1,648.88	3,341.73	551.02	0.00	110.06	26,178.05
BY COUNTY 108			22,946.38	1,648.88	3,341.73	551.02	0.00	110.06	26,178.05
CURR FOR 0034 CITY OF PENITAS			645.68	58.70	22.95	2.10	0.00	3.04	665.59
BY COUNTY 108			645.68	58.70	22.95	2.10	0.00	3.04	665.59
DELQ FOR 0034 CITY OF PENITAS			0.00	0.00	0.00	0.00	0.00	0.00	0.00
BY COUNTY 108			0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL FOR 0034 CITY OF PENITAS			645.68	58.70	22.95	2.10	0.00	3.04	665.59
BY COUNTY 108			645.68	58.70	22.95	2.10	0.00	3.04	665.59
CURR FOR 0035 CITY OF LA JOYA			652.24	59.29	58.71	5.34	0.00	3.24	707.71
BY COUNTY 108			652.24	59.29	58.71	5.34	0.00	3.24	707.71
DELQ FOR 0035 CITY OF LA JOYA			22.13	2.01	8.41	0.76	0.00	0.14	30.40
BY COUNTY 108			22.13	2.01	8.41	0.76	0.00	0.14	30.40
TOTAL FOR 0035 CITY OF LA JOYA			674.37	61.30	67.12	6.10	0.00	3.38	738.11
BY COUNTY 108			674.37	61.30	67.12	6.10	0.00	3.38	738.11



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 4.C.

DATE SUBMITTED:

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Administration

DIRECTOR:

Agenda Item: City Events of Interest

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue:

Fiscal Consideration:

Staff Recommendation:

Alternatives:

Exclude Material from Public Packet? No

Reason:

ROUTING:

Hilda Pedraza
Karla Saavedra
Patricia Rigney
City Management Office

Created -



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.A.

DATE SUBMITTED: April 21, 2023

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Administration

DIRECTOR: Anali Alanis

Agenda Item: Approval of Minutes for April 3, 2023 Regular Called Meeting and April 17, 2023 Regular Called Meeting. **This item supports SG - Sound Governance and Fiscal Sustainability.**

Classification: Consent

(* If closed session, City Attorney must review and approve.)

Issue: Minutes for meetings held on Monday, April 3rd and on Monday April 17th, 2023

Fiscal Consideration: N/A

Staff Recommendation: Staff recommends approval.

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Hilda Pedraza
City Management Office

Created/Initiated - 4/21/2023
Final Approval - 4/28/2023

**MINUTES
BOARD OF COMMISSIONERS
REGULAR CALLED MEETING
MONDAY, APRIL 3, 2023
118 SOUTH CAGE 2nd FLOOR**

The Board of Commissioners of the City of Pharr, Texas, met in a Regular Called Meeting on Monday, April 3, 2023 and following is the record of attendance.

BOARD OF COMMISSIONERS PRESENT: Mayor Ambrosio Hernandez
Mayor Pro Tem Daniel Chavez
Comm. Roberto Carrillo
Comm. Eleazar Guajardo
Comm. Ramiro Caballero
Comm. Ricardo Medina
Comm. Itza Flores

BOARD OF COMMISSIONERS ABSENT: None

STAFF PRESENT: Anali Alanis, Interim City Manager
Ed Wylie, Deputy City Manager
Hilda Pedraza, City Clerk
Ruben Alfaro, City Engineer
Karla Saavedra, Finance Director
Veronica Ramirez, HR Director
Juan Villescas, Municipal Judge
Juan Gonzalez, Interim Police Chief
Pilar Rodriguez, Fire Chief
Roland Gomez, Code Compliance Director
Kimberly Mendoza, Dev. Svcs. Director
Luis Marin, Public Works Director
Ruben Rosales, Public Utilities Dir.
Sergio Alanis, Parks & Rec. Director
Adolfo Garcia, Library
Jose Pena, I.T. Director
Luis Bazan, Bridge Director
Mayra Gomez, Purchasing Director
Daniel Ramirez, E.M.S. Chief
Marcela Beas, Chamber President
Yuri Gonzalez, Chief Comm. Officer
Sara Salinas, Public Safety Asst. Dir.

CITY ATTORNEY Patricia Rigney, City Attorney

ITEM 1. CALL TO ORDER

A) ROLL CALL AND POSSIBLE ACTION ON THE EXCUSING OF ANY ABSENT MEMBER OF THE GOVERNING BOARD

MINUTES: REGULAR CALLED MEETING

April 3, 2023

Mayor Pro Tem Chavez called the meeting to order at 4:11 p.m. Roll call established a quorum.

Mayor Hernandez was not present at the time of roll call but arrived at 4:14 p.m.

B) PLEDGE OF ALLEGIANCE/INVOCATION

Mayra Gomez, Purchasing Director, led the pledge of allegiance and said the invocation.

ITEM 2. PROCLAMATIONS:

A) PROCLAMATION PROCLAIMING APRIL 09-15, 2023 AS NATIONAL PUBLIC SAFETY TELECOMMUNICATORS WEEK (COMMUNICATIONS)

Comm. Caballero read proclamation proclaiming April 9-15, 2023 as National Public Safety Telecommunicators Week. Sara Salinas, Public Safety Communications Assistant Director, and staff received the proclamation.

Mayor Hernandez entered the meeting at this point of the agenda. The time being 4:14 p.m.

B) PROCLAMATION PROCLAIMING APRIL 10 - 14, 2023 AS NATIONAL COMMUNITY DEVELOPMENT WEEK (GMCD)

Comm. Chavez read proclamation proclaiming April 10-14, 2023 as National Community Development Week and presented proclamation to Community Development staff.

Robert Garcia, Grants Manager, reported the 49th Annual CDBG event would take place on Wednesday, April 12, 2023 from 5:00 p.m. to 7:00 p.m. in downtown Pharr and extended an invitation to the community to attend.

C) PROCLAMATION PROCLAIMING APRIL 2023 AS FAIR HOUSING MONTH (GMCD)

Comm. Medina read proclamation proclaiming the month of April 2023 as Fair Housing Month and presented proclamation to Community Development staff.

D) PROCLAMATION PROCLAIMING THE MONTH OF APRIL 2023 AS NATIONAL CHILD ABUSE PREVENTION MONTH (POLICE)

Comm. Flores read proclamation proclaiming the month of April 2023 as National Child Abuse Prevention Month and presented proclamation to Pharr Police Department staff.

MINUTES: REGULAR CALLED MEETING

April 3, 2023

Juan Gonzalez, Interim Police Chief, introduced his staff and thanked the commission for the recognition. Mario Garza, Crime Victims Liaison, extended an invitation to everyone to attend the Crime Victims Awareness Week event on Wednesday, April 12, 2023 from 5:00 p.m. to 8:00 p.m. in downtown Pharr.

Mario Garza, Crime Victims Liaison, stated the Pharr Police Department would be hosting a Every Child Matters event in honor of child abuse awareness in collaboration with the Hidalgo County Family Violence Task Force. The event would take place on Monday, April 17, 2023 at 3:30 p.m. at 1900 S. Cage Blvd.

E) PROCLAMATION PROCLAIMING THE MONTH OF APRIL 2023 AS NATIONAL SEXUAL ASSAULT AWARENESS MONTH (POLICE)

Comm. Eleazar Guajardo read proclamation proclaiming the month of April 2023 as National Sexual Assault Awareness Month and presented proclamation to Pharr Police Department staff.

ITEM 3. PUBLIC TESTIMONY

No one signed up.

ITEM 4. PUBLIC HEARINGS

A) PUBLIC HEARING ON DEVELOPMENT SERVICES CASES

The public hearing was opened. There being no comments from the public, the public hearing was closed.

ITEM 5. CITY MANAGER'S REPORTS

A) CITY ENGINEER'S REPORT

Anali Alanis, Interim City Manager, introduced the item and stated Ruben Alfaro, City Engineer, was in the audience and questions could be entertained at this time.

C) CITY EVENTS OF INTEREST

Anali Alanis, Interim City Manager, stated representatives from It's Time Texas Community Challenge were present and called upon Tanya Ugalde Parra and Selene Guerrero for a presentation.

Tanya Ugalde reported the City of Pharr received first place in the Medium Community category and second place in the Employer category in the It's Time Texas

MINUTES: REGULAR CALLED MEETING

April 3, 2023

Community Challenge. She further thanked the City for cultivating community engagement and setting the tone for the community to prioritize their health.

ITEM 6. CONSENT AGENDA

- A) APPROVAL OF MINUTES FOR MARCH 20, 2023 REGULAR CALLED MEETING. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (ADMINISTRATION)**
- B) CONSIDERATION AND ACTION, IF ANY, ON ORDINANCE CREATING THE PHARR HEALTH DEPARTMENT (3RD AND FINAL READING). THIS ITEM SUPPORTS SE - SERVICE EXCELLENCE (ADMINISTRATION)**
- C) CONSIDERATION AND ACTION, IF ANY, ON REQUEST FROM ST. MARGARET MARY CHURCH FOR CITY ASSISTANCE FOR THE RE-ENACTMENT OF THE WAY OF THE CROSS ON FRIDAY, APRIL 7, 2023 FROM 3:00 P.M. TO 5:00 P.M. THIS ITEM SUPPORTS QL - QUALITY OF LIFE. (ADMINISTRATION)**
- D) CONSIDERATION AND ACTION, IF ANY, ON DEVELOPMENT SERVICES CASES:**
- 1. MELDEN AND HUNT, INC., REPRESENTING 3100 SUGAR SUBDIVISION, LTD., OWNER, REQUESTED A CHANGE OF ZONE FROM AGRICULTURAL AND/OR OPEN SPACE DISTRICT (A-O) TO HEAVY COMMERCIAL DISTRICT (H-C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING 5.458 ACRES, MORE OR LESS, OUT OF LOT 135, KELLY-PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS 3106 N. SUGAR ROAD. COZ#230278 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY.**
- 2. QUINTA REAL EVENTS, LLC REQUESTED RENEWAL OF THE CONDITIONAL USE PERMIT AND LATE HOURS PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON-PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING LOTS 1 AND 2, SAVE AND EXCEPT THE SOUTH 32 FT. OUT OF LOT 2, SING'S SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS 2620 SOUTH GARDENIA STREET. CUP#201042 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY.**
- 3. SHOTS MAIN EVENT, LLC., D/B/A MAIN EVENT ENTERTAINMENT, REQUESTED RENEWAL OF THE CONDITIONAL USE PERMIT AND LATE HOURS PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON-PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING A 1.34 ACRE TRACT OF LAND MORE OR LESS, OUT OF LOT 4A, REPLAT OF VACATED CAR-MEL SUBDIVISION, VACATED EL CENTRO MALL NO. 3 & 4 SUBDIVISION, PHARR,**

MINUTES: REGULAR CALLED MEETING

April 3, 2023

HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS 500 NORTH JACKSON ROAD, SUITE C. CUP#14101 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY.

4. CNMK TEXAS PROPERTIES, LLC, D/B/A CINEMARK EL CENTRO MALL 16, REQUESTED RENEWAL OF THE CONDITIONAL USE PERMIT AND LATE HOURS PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON-PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING LOT 3A, RE-PLAT OF VACATED CAR-MEL SUBDIVISION, VACATED EL CENTRO MALL NO. 3 AND 4 SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS 600 NORTH JACKSON ROAD. CUP#131046 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY.

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez moved to approve consent agenda items. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

Ordinance Nos. O-2023-12 and O-2023-13 are filed with the City Clerk's Office.

REGULAR AGENDA - OPEN SESSION:

ITEM 7. ORDINANCES AND RESOLUTIONS

- A) **CONSIDERATION AND ACTION, IF ANY, ON ORDINANCE AMENDING ORDINANCE NO. O-2023-11 APPOINTING PRESIDING AND ALTERNATE JUDGES FOR THE GENERAL MUNICIPAL ELECTION ON SATURDAY, MAY 6, 2023 (ADOPTION ON ONE READING). THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (ADMINISTRATION)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez moved to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

Ordinance No. O-2023-14 is filed with the City Clerk's Office.

- B) **CONSIDERATION AND ACTION, IF ANY, ON RESOLUTION AUTHORIZING EMERGENCY HIRING FOR THE PUBLIC UTILITIES DEPARTMENT. THIS ITEM SUPPORTS IF - INFRASTRUCTURE (HR)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez moved to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

Resolution No. R-2023-18 is filed with the City Clerk's Office.

ITEM 8. ADMINISTRATIVE:

- A) CONSIDERATION AND ACTION, IF ANY, ON THE REVISED PROPOSED EXPENDITURE ALLOCATION BUDGET FROM THE AMERICAN RESCUE PLAN ACT (ARPA) FUNDING. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL TRANSPARENCY (FINANCE)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez **moved** to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

ITEM 9. CONTRACTS/AGREEMENTS

- A) CONSIDERATION AND ACTION, IF ANY, ON 380 COMPREHENSIVE ECONOMIC STIMULUS AGREEMENT AS PART OF THE RESIDENTIAL INCENTIVE PROGRAM FOR THE PROPERTY LEGALLY DESCRIBED AS ARNOLD GROVE SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THIS ITEM SUPPORTS EV - ECONOMIC VITALITY (DEVELOPMENT SERVICES)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez **moved** to approve. Comm. Carrillo seconded the motion and when put to a vote, it carried unanimously.

- B) CONSIDERATION AND ACTION, IF ANY, ON CHANGE ORDER NO. 2 WITH ASAGO CONSTRUCTION, LLC IN THE AMOUNT OF \$121,359.62 FOR THE PSJA TRI-CITY SIDEWALK SAFETY PEDESTRIAN SAFETY IMPROVEMENTS PROJECT PHASE I. THIS ITEM SUPPORTS 1F - INFRASTRUCTURE (ENGINEERING)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Carrillo **moved** to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

- C) CONSIDERATION AND ACTION, IF ANY, ON AGREEMENT WITH BLAZESTACK, INC. FOR A SUBSCRIPTION FOR FIRE INVESTIGATION CASE MANAGEMENT SOFTWARE FOR USE BY THE FIRE DEPARTMENT IN THE AMOUNT OF \$2,000.00. THIS ITEM SUPPORTS SSC - SAFE AND SECURE COMMUNITY (FIRE)**

Anali Alanis, Interim City Manager, introduced the item.

MINUTES: REGULAR CALLED MEETING

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Comm. Chavez **moved** to approve. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

- D) CONSIDERATION AND ACTION, IF ANY, AUTHORIZING CITY MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT WITH STX UNDERGROUND LLC. FROM BROWNSVILLE, TEXAS FOR THE FIBER OPTIC NETWORK PHASE VI PROJECT THROUGH THE INTERLOCAL PURCHASING SYSTEM (TIPS) COOPERATIVE CONTRACT 211001. THIS ITEM SUPPORTS QL - QUALITY OF LIFE (PURCHASING)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez **moved** to approve. Comm. Carrillo seconded the motion and when put to a vote, it carried unanimously.

- E) CONSIDERATION AND ACTION, IF ANY, AUTHORIZING CITY MANAGER TO NEGOTIATE AND ENTER INTO AN AGREEMENT WITH AN ENGINEER ON THE APPROVED PROFESSIONAL ENGINEERING SERVICES POOL FOR A TRAFFIC SIGNAL STUDY FOR THE INTERSECTION OF SUGAR RD. AND MINNESOTA RD. THIS ITEM SUPPORTS IF - INFRASTRUCTURE (ENGINEERING)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Chavez **moved** to approve. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

- F) CONSIDERATION AND ACTION, IF ANY, AUTHORIZING CITY MANAGER TO NEGOTIATE AND ENTER INTO AGREEMENT WITH AN ENGINEER ON THE APPROVED PROFESSIONAL ENGINEERING SERVICES POOL FOR A TRAFFIC STUDY FOR THE INTERSECTION OF FM 495 AND VETERANS BLVD. THIS ITEM SUPPORTS IF - INFRASTRUCTURE (ENGINEERING)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Guajardo **moved** to approve. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

- G) CONSIDERATION AND ACTION, IF ANY, ON JOTFORM SOFTWARE SERVICE AGREEMENT FOR DIGITAL FORM SOFTWARE IN THE AMOUNT OF \$10,224.00. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (COMMUNICATIONS)**

Anali Alanis, Interim City Manager, introduced the item.

MINUTES: REGULAR CALLED MEETING

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Comm. Carrillo **moved** to approve. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

ITEM 10. CLOSED SESSION: IN ACCORDANCE WITH CHAPTER 551 OF THE TEXAS GOV'T. CODE, THE PHARR BOARD OF COMMISSIONERS HEREBY GIVES NOTICE THAT IT MAY MEET IN A CLOSED (NON-PUBLIC) EXECUTIVE SESSION TO DISCUSS THE ITEMS LISTED ON THE PUBLIC PORTION OF THE MEETING AGENDA IN ACCORDANCE WITH THE FOLLOWING BELOW

None.

ITEM 11. RECONVENE

None.

ITEM 12. ADJOURNMENT

There being no other business to come before the board, Comm. Carrillo **moved** to adjourn. Comm. Guajardo seconded the motion and when put to a vote, the motion carried unanimously. Meeting adjourned at 5:00 p.m.

CITY OF PHARR

AMBROSIO HERNANDEZ
MAYOR

STATE OF TEXAS
COUNTY OF HIDALGO
CITY OF PHARR

ON THIS THE 3rd DAY OF APRIL 2023 the Board of Commissioners of the City of Pharr, Texas convened in a **REGULAR CALLED MEETING** at the Commissioner's Room located at 118 S. Cage, 2nd Floor, Pharr, Texas. The meeting being open to the public and notice of said meeting, giving the date, place, subject, hereof, having been posted in accordance with Chapter 551, Texas Government Code (Open Meetings Act) and there being present a quorum, I, **HILDA PEDRAZA, CITY CLERK**, of the City of Pharr, Texas, certify that this is a true and correct copy of the minutes.

ATTEST:

HILDA PEDRAZA, CITY CLERK

APPROVED:

**MINUTES
BOARD OF COMMISSIONERS
REGULAR CALLED MEETING
MONDAY, APRIL 17, 2023
118 SOUTH CAGE 2nd FLOOR**

The Board of Commissioners of the City of Pharr, Texas, met in a Regular Called Meeting on Monday, April 17, 2023 and following is the record of attendance.

BOARD OF COMMISSIONERS PRESENT: Mayor Ambrosio Hernandez
Comm. Roberto Carrillo
Comm. Eleazar Guajardo
Comm. Ramiro Caballero
Comm. Ricardo Medina
Comm. Itza Flores

BOARD OF COMMISSIONERS ABSENT: Mayor Pro Tem Daniel Chavez

STAFF PRESENT: Anali Alanis, Interim City Manager
Ed Wylie, Deputy City Manager
Hilda Pedraza, City Clerk
Ruben Alfaro, City Engineer
Karla Saavedra, Finance Director
Veronica Ramirez, HR Director
Juan Villescas, Municipal Judge
Juan Gonzalez, Interim Police Chief
Pilar Rodriguez, Fire Chief
Roland Gomez, Code Compliance Director
Kimberly Mendoza, Dev. Svcs. Director
Luis Marin, Public Works Director
Melanie Cano, O.S.E. Director
Ruben Rosales, Public Utilities Dir.
Sergio Alanis, Parks & Rec. Director
Cynthia Garza, CDBG/External Affairs Dir.
Adolfo Garcia, Library
Jose Pena, I.T. Director
Fred Brouwen, Director of Bridge Operations
Mayra Gomez, Purchasing Director
Daniel Ramirez, E.M.S. Chief
Marcela Beas, Chamber President
Yuri Gonzalez, Chief Comm. Officer
Kenneth Ennis, Public Safety Dir.

CITY ATTORNEY Patricia Rigney, City Attorney

ITEM 1. CALL TO ORDER

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A) ROLL CALL AND POSSIBLE ACTION ON THE EXCUSING OF ANY ABSENT MEMBER OF THE GOVERNING BOARD

Mayor Hernandez called the meeting to order at 4:15 p.m. Roll call established a quorum.

Comm. Guajardo moved to excuse the absent member. Comm. Carrillo seconded the motion and when put to a vote, it carried unanimously.

B) PLEDGE OF ALLEGIANCE/INVOCATION

Pilar Rodriguez, Fire Chief, led the pledge of allegiance and said the invocation.

ITEM 2. PROCLAMATIONS:

A) PROCLAMATION PROCLAIMING THE WEEK OF APRIL 23-29, 2023 AS NATIONAL CRIME VICTIMS' RIGHTS WEEK (ADMINISTRATION)

Comm. Guajardo read proclamation proclaiming April 23-29, 2023 as National Crime Victims' Rights week and presented proclamation to Pharr Police Department staff.

Juan Gonzalez, Interim Police Chief, thanked the Commission for their continued support and for the recognition.

B) PROCLAMATION PROCLAIMING THE WEEK OF APRIL 23-29 AS NATIONAL LIBRARY WEEK (LIBRARY)

Comm. Flores read proclamation proclaiming the week of April 23-29, 2023 as National Library week. Adolfo Garcia, Library Director, and staff received the proclamation and thanked the Commission for the recognition.

At this time, Mayor Hernandez called upon Xavier Salinas, Hidalgo ISD Superintendent. Mr. Salinas stated one school in south Pharr was named the best elementary Texas and announced the Mighty Pirates were state champions.

ITEM 3. PUBLIC TESTIMONY

No one signed up.

ITEM 4. PUBLIC HEARINGS

A) PUBLIC HEARING ON DEVELOPMENT SERVICES CASES

The public hearing was opened. There being no comments from the public, the public hearing was closed.

ITEM 5. CITY MANAGER'S REPORTS

A) SUBMISSION OF SALES TAX COLLECTION REPORT FOR APRIL 2023. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY

Anali Alanis, Interim City Manager, introduced the item and reported the City of Pharr showed an increase of 3.40% year to date true growth compared to last year. She further stated Karla Saavedra, Finance Director, was in the audience and questions could be entertained at this time.

C) CITY EVENTS OF INTEREST

Anali Alanis, Interim City Manager, reported an Industrial Warehouse Summit would take place on Thursday, April 20, 2023 from 9:00 a.m. to 12 noon at the Pharr Development & Research Center, 850 W. Dicker Road, in Pharr.

Anali Alanis, Interim City Manager, also reported Development Services Department would be hosting a Block Party on Thursday, April 29, 2023 from 5:30 p.m. to 7:00 p.m. at Allen & William Arnold City/School Park.

Anali Alanis, Interim City Manager, further reported a ribbon cutting ceremony for Cookieco. Bakery Café would take place on Tuesday, April 25, 2023 at 11:30 a.m., at 1519 S. Jackson Road. She also reported Pharr Police Department would be hosting a substance misuse event on Wednesday, April 26, 2023 from 6:00 p.m. to 8:00 p.m. at Pharr One Building.

Anali Alanis, Interim City Manager, stated the registration deadline for the swimming, track and field, golf, and tennis TAAF programs would be June 2, 2023 and these would take place at PSJA North High School located at 500 E. Nolana Loop.

At this time, Anali Alanis, Interim City Manager, called upon Danny Ramirez, E.M.S Chief. Mr. Ramirez recognized two EMS Paramedics who had received the Life Saving award for their quick response to a cardiac arrest patient. Jesus Balderas and Eric Sierra were recognized and received a cardiac save pin and were awarded with the Hometown Heroes Award from South Texas Health Systems.

Lastly, Anali Alanis, Interim City Manager, called upon Kenneth Ennis, Public Safety Communications. Mr. Ennis recognized Melanie Gutierrez for receiving the Training Professional of The Year award and Leslie Zuniga for receiving the Silent Hero

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award. He further stated he was appointed 2nd Vice President of Texas National Emergency Number Association (NENA).

ITEM 6. CONSENT AGENDA

A) CONSIDERATION AND ACTION, IF ANY, ON DEVELOPMENT SERVICES CASES:

1. TAQUERIA TEPEQUE EXPRESS, REQUESTED A CONDITIONAL USE PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING 0.041 ACRES, MORE OR LESS, OUT OF LOT 2, HACIENDA SANTA LUCIA SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS 701 EAST NOLANA LOOP, SUITE #3A. CUP#230384 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY. (DEVELOPMENT SERVICES)

2. EMIGDIO "MILO" SALINAS, P.E., REPRESENTING BLU-MAN INVESTMENTS, LLC. REQUESTED A CHANGE OF ZONE FROM AGRICULTURAL AND/OR OPEN SPACE DISTRICT (A-O) TO LIMITED INDUSTRIAL DISTRICT (L-I). THE PROPERTY IS LEGALLY DESCRIBED AS BEING 17.425 ACRES, MORE OR LESS, OUT OF LOT 6 AND LOT 7, OUT OF RE-SUBDIVISION OF CLOSNER SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS WITHIN THE 10400 BLOCK OF SOUTH VETERANS BOULEVARD. COZ#230382 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY. (DEVELOPMENT SERVICES)

3. AL YAZJI DEVELOPMENT LLC., REPRESENTING ASAS ECO LLC., OWNERS, REQUESTED A CHANGE OF ZONE FROM AGRICULTURAL AND/OR OPEN SPACE DISTRICT (A-O) TO GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING 6.987 ACRES, MORE OR LESS, OUT OF LOT 7, BLOCK 4, A.J. MCCOLL SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS IS 4800 NORTH JACKSON ROAD. COZ#230385 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY. (DEVELOPMENT SERVICES)

4. MACUMBA PARADISE, LLC., D/B/A LA CABAÑA SINALOENSE, REQUESTED RENEWAL OF THE CONDITIONAL USE PERMIT AND LATE HOURS PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON-PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING LOT 97, KELLY-PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY IS PHYSICALLY LOCATED AT 1209 EAST NOLANA LOOP. CUP#160736 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY. (DEVELOPMENT SERVICES)

5. LEM GROUP LLC, D/B/A THE BRIDGE BAR, REQUESTED RENEWAL OF THE CONDITIONAL USE PERMIT AND LATE HOURS PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING A 0.099-ACRE TRACT OF LAND, MORE OR LESS, OUT OF LOTS 1 & 2, LUVIL LLC ESTATES SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY IS PHYSICALLY LOCATED AT 508 WEST IH-2 SUITES 12 & 13. CUP#210741 THIS ITEM SUPPORTS EV - ECONOMIC VITALITY. (DEVELOPMENT SERVICES)

Anali Alanis, Interim City Manager, introduced the item.

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Comm. Guajardo **moved** to approve consent agenda items. Comm. Carrillo seconded the motion and when put to a vote, it carried unanimously.

Ordinance Nos. O-2023-15 and O-2023-16 are filed with the City Clerk's Office.

At this time, Mayor Hernandez stated they would deviate from the agenda and go into closed session. There was no objection.

ITEM 10. CLOSED SESSION: IN ACCORDANCE WITH CHAPTER 551 OF THE TEXAS GOV'T. CODE, THE PHARR BOARD OF COMMISSIONERS HEREBY GIVES NOTICE THAT IT MAY MEET IN A CLOSED (NON-PUBLIC) EXECUTIVE SESSION TO DISCUSS THE ITEMS LISTED ON THE PUBLIC PORTION OF THE MEETING AGENDA IN ACCORDANCE WITH THE FOLLOWING BELOW

The time being 5:04 p.m., Mayor Hernandez stated the commission would be entering into closed session in accordance with Chapter 551 of the Texas Govt. Code to discuss agenda items listed in the public portion of the agenda and Pursuant to Sections 551.071, 551.072, 551.074, 551.076, 551.084 and 551.087.

ITEM 11. RECONVENE

The time being 5:37 p.m., Mayor Hernandez stated the commission would be resuming the open meeting.

REGULAR AGENDA - OPEN SESSION:

ITEM 7. ORDINANCES AND RESOLUTIONS

A) CONSIDERATION AND ACTION, IF ANY, ON ORDINANCE AMENDING ORDINANCE NO. O-2023-09 RENTAL OF FACILITIES (1ST READING). THIS ITEM SUPPORTS QL - QUALITY OF LIFE (PARKS)

Anali Alanis, Interim City Manager, introduced the item.

Comm. Guajardo **moved** to approve. Comm. Caballero seconded the motion and when put to a vote, it carried unanimously.

B) CONSIDERATION AND ACTION, IF ANY, ON ORDINANCE AMENDING ORDINANCE NOS. O-2023-11 AND O-2023-14 APPOINTING PRESIDING AND ALTERNATE JUDGES FOR THE GENERAL MUNICIPAL ELECTION ON SATURDAY, MAY 6, 2023 (ADOPTION ON ONE READING). THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (ADMINISTRATION)

Anali Alanis, Interim City Manager, introduced the item.

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Comm. Guajardo **moved** to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

Ordinance No. O-2023-17 is filed with the City Clerk's Office.

- C) CONSIDERATION AND ACTION, IF ANY, ON RESOLUTION EXECUTING AMENDMENT NUMBER 1 TO THE ADVANCE FUNDING AGREEMENT (AFA) WITH THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) FOR I ROAD, FROM RANCHO BLANCO TO DICKER ROAD, CONTROL SECTION JOB (CSJ) NUMBER 0921-02-363. THIS ITEM SUPPORTS IF - INFRASTRUCTURE (ENGINEERING)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Medina **moved** to approve. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

Resolution No. R-2023-19 is filed with the City Clerk's Office

- D) CONSIDERATION AND ACTION, IF ANY, ON RESOLUTION REGARDING AEP TEXAS DISTRIBUTION COST RECOVER FACTORS (DCRF) APPLICATION AND AUTHORIZING LEGAL COUNSEL TO INTERVENE AND PARTICIPATE IN THE PROCEEDING. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (ADMINISTRATION)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Carrillo **moved** to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

Resolution No. R-2023-20 is filed with the City Clerk's Office

- E) CONSIDERATION AND ACTION, IF ANY, ON RESOLUTION APPOINTING ONE (1) ALTERNATE MEMBER TO THE PLANNING AND ZONING COMMISSION. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (DEVELOPMENT SERVICES)**

Anali Alanis, Interim City Manager, introduced the item and recommended the appointment of Mercedes Guillen.

Comm. Medina **moved** to appoint Mercedes Guillen as Alternate Member to the Planning and Zoning commission. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

Resolution No. R-2023-21 is filed with the City Clerk's Office

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- F) CONSIDERATION AND ACTION, IF ANY, ON RESOLUTION DETERMINING A PUBLIC NECESSITY TO ACQUIRE CERTAIN REAL PROPERTY; GIVING NOTICE OF AN OFFICIAL DETERMINATION TO ACQUIRE REAL PROPERTY FOR A PUBLIC PURPOSE; ESTABLISHING PROCEDURES FOR THE ACQUISITION OF PROPERTY; DETERMINING THE ESTATE TO BE ACQUIRED; ESTABLISHING FAIR MARKET VALUE FOR THE PROPERTY TO BE ACQUIRED, AND DIRECTING THE CITY MANAGER OR DESIGNEE TO COMMUNICATE OFFERS TO OWNERS FOR PURCHASE OF PROPERTY, APPROPRIATING FUNDS, AND AUTHORIZING CONDEMNATION PROCEEDINGS BY CITY ATTORNEY; RATIFICATION OF PRIOR ACTS. THIS ITEM SUPPORTS QL - QUALITY OF LIFE (ADMINISTRATION)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Medina **moved** to approve. Comm. Guajardo seconded the motion and when put to a vote, it carried unanimously.

Resolution No. R-2023-22 is filed with the City Clerk's Office

- G) CONSIDERATION AND ACTION, IF ANY, ON RESOLUTION DECLARING TWO (2) SURPLUS VEHICLES FROM THE EMERGENCY MEDICAL SERVICES (EMS) DEPARTMENT. THIS ITEM SUPPORTS SG - SOUND GOVERNANCE AND FISCAL SUSTAINABILITY (EMERGENCY MEDICAL SERVICES)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Guajardo **moved** to approve. Comm. Medina seconded the motion and when put to a vote, it carried unanimously.

Resolution No. R-2023-23 is filed with the City Clerk's Office

ITEM 8. CONTRACTS/AGREEMENTS

- A) CONSIDERATION AND ACTION, IF ANY, ON CONTRACT BETWEEN CITY OF PHARR AND GARRY MOORE AMUSEMENTS FOR CARNIVAL RIDES FOR THE 2023 HUBPHEST. THIS ITEM SUPPORTS QL - QUALITY OF LIFE (ADMINISTRATION)**

Anali Alanis, Interim City Manager, introduced the item.

Comm. Medina **moved** to approve. Comm. Flores seconded the motion and when put to a vote, it carried unanimously.

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ITEM 9. LEGAL

A) CONSULTATION WITH LEGAL ON XOTICAS RIO GRANDE VALLEY, L.P., ET AL, VS. THE CITY OF PHARR, ET AL. CIVIL ACTION NO. 5:21-CV-00120. (LEGAL)

Anali Alanis, Interim City Manager, introduced the item and stated no action was needed.

ITEM 12. ADJOURNMENT

There being no other business to come before the board, Comm. Medina **moved** to adjourn. Comm. Carrillo seconded the motion and when put to a vote, the motion carried unanimously. Meeting adjourned at 5:40 p.m.

CITY OF PHARR

AMBROSIO HERNANDEZ
MAYOR

STATE OF TEXAS
COUNTY OF HIDALGO
CITY OF PHARR

ON THIS THE 17th DAY OF APRIL 2023 the Board of Commissioners of the City of Pharr, Texas convened in a **REGULAR CALLED MEETING** at the Commissioner's Room located at 118 S. Cage, 2nd Floor, Pharr, Texas. The meeting being open to the public and notice of said meeting, giving the date, place, subject, hereof, having been posted in accordance with Chapter 551, Texas Government Code (Open Meetings Act) and there being present a quorum, I, **HILDA PEDRAZA, CITY CLERK**, of the City of Pharr, Texas, certify that this is a true and correct copy of the minutes.

ATTEST:

HILDA PEDRAZA, CITY CLERK

APPROVED:



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.B.

DATE SUBMITTED: April 18, 2023

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Parks

DIRECTOR: Sergio Alanis

Agenda Item: Consideration and action, if any, on Ordinance amending Ordinance No. O-2023-09 Rental of Facilities (*2nd Reading*). **This item supports QL - Quality of Life.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: The ordinance is being amended to update rental facilities.

Fiscal Consideration: N/A

Staff Recommendation: Staff recommends approval.

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Hilda Pedraza
Patricia Rigney
Karla Saavedra
City Management Office

Created/Initiated - 4/18/2023
Approved - 4/18/2023
Approved - 4/27/2023
Final Approval - 4/28/2023

ORDINANCE NO. O-2023-09

AN ORDINANCE AMENDING ORDINANCE NO. O-2019-42; ESTABLISHING PROCEDURES AND RATES FOR RENTAL OF CITY FACILITIES; AND ESTABLISHING AN EFFECTIVE DATE

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF PHARR, TEXAS, THAT:

SECTION 3: SECTION 30-41 OF THE CITY CODE IS AMENDED TO READ AS FOLLOWS:

“Sec. 30-41. Rental fee schedule”

The following rental fees shall be charged for the use of city-owned public facilities, by rental fee classes as defined in this article.

- a. Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.
- b. Rental and damage deposit.** \$200.00 to be paid at the time reservation is made. This deposit will be deducted from the total amount due.
- c. Security personnel.** All activities involving dancing, and the selling, serving and/or consumption of alcoholic beverages will require a minimum of two certified City of Pharr Police Officers to be contracted by the renter. The City of Pharr Police Department will designate the number of certified police officers required for functions. If more than 3 officers are required, they may be either certified police officers and/or security personnel from a licensed and bonded security company.
- d. Advanced reservations.** Class I reservations will be accepted for up to one year to the month in advance of the reserved date. Class II and III reservations will not be accepted more than one year to the month in advance of reserved date.

(1) TIERRA DEL SOL GOLF COURSE:

Rental Period	Time	Deposit	Rental Rate
Sunday-Friday	1:00 p.m.-12 MID	\$200.00	\$500.00
Saturday	1:00 p.m.-1:00 a.m.	\$200.00	\$500.00

- a. Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to

reserved date will be cancelled and any amount previously paid will not be returned.

- b. Rental and damage deposit.** \$200.00 to be paid at the time reservation is made. This deposit will be deducted from the total amount due.
- c. Security personnel.** All activities involving dancing, and the selling, serving and/or consumption of alcoholic beverages will require a minimum of two certified City of Pharr Police Officers to be contracted by the renter. The City of Pharr Police Department will designate the number of certified police officers required for functions.
- d. Advanced reservations.** Reservations will not be accepted more than one year to the month in advance of reserved date.
- e. Class II reservations** will be at no cost; lessee will not be allowed to bring outside food. All food and drinks will have to be coordinated with Golf Course Manager one month prior to event.

(2) VICTOR GARCIA MUNICIPAL PARK:

Rental Period	Time	Deposit (not refunded)	Rental Rate
MUNICIPAL PARK 205 W. Polk Monday-Sunday	1 p.m.-10 p.m.	\$25.00	\$100.00

- a. Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.
- b. Advanced reservations.** Reservations will not be accepted more than 90 days in advance of reserved date.
- c. Restricted usage.** No Class I or Class II activities will be allowed. No activity which involves dancing and/or the live playing of electronically amplified music will be permitted. The playing of prerecorded is allowed provided the volume is not such as to disturb nearby residents.

(3) PHARR SPORTS COMPLEX:

Rental Period	Time	Deposit (not refunded)	Rental Rate
Monday-Friday	6 p.m.-10 p.m.	\$50.00	\$375.00
Saturday	8 a.m.-10 p.m.	\$50.00	\$375.00
Sunday	8 a.m.-10 p.m.	\$50.00	\$375.00

- a. **Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.
- b. **Advanced reservations.** Reservations will not be accepted more than 90 days in advance of reserved date.
- c. **Restricted usage.** Parks will be used for practice and tournaments only. **No alcoholic beverages will be allowed on premises.**

(4) WITTEN PARK:

Rental Period	Time	Deposit (not refunded)	Rental Rate
Saturday	8 a.m. to 10 p.m.	\$50.00	\$250.00
Sunday	8 a.m. to 10 p.m.	\$50.00	\$250.00

- a. **Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.
- b. **Advanced reservations.** Reservations will not be accepted more than 90 days in advance of reserved date.
- b. **Restricted usage.** Parks will be used for practice and tournaments only. **No alcoholic beverages will be allowed on premises.**

(5) JONES BOX PARK (Baseball Fields)

Rental Period	Time	Deposit (not refunded)	Rental Rate
Saturday	8 a.m. to 10 p.m.	\$50.00	\$250.00
Sunday	8 a.m. to 10 p.m.	\$50.00	\$250.00

a. Payment of rental. The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.

b. Advanced reservations. Reservations will not be accepted more than 90 days in advance of reserved date.

a. Restricted usage. Baseball fields will be used for practice and open play only. No organized leagues, tournaments/private events or alcoholic beverages will be allowed on the premises. Maximum usage time shall not exceed two (2) hours.

(6) DEVELOPMENT AND RESEARCH CENTER (DRC)**DRC EXHIBIT HALL**

Rental Period	Time	Deposit (not refunded)	Rental Rate
Friday	6 p.m.-12 MID.	\$100.	\$80.00 Per Hour
Saturday & Sunday	1 p.m.-1 a.m.	\$100.	\$80.00 Per Hour

DRC MEETING ROOM

Rental Period	Time	Deposit (not refunded)	Rental Rate
Friday	6 p.m.-12 MID.	\$100.	\$50.00 Per Hour
Saturday & Sunday	1 p.m.-1 a.m.	\$100.	\$50.00 Per Hour

a. Payment of rental. The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned. The

minimum rental shall be no less than three hours.

- b. Advanced reservations.** Reservations will not be accepted more than 90 days in advance of reserved date.
- c. Restricted usage.** During hours of operation at the Research Center section of the building. No activity which entails dancing and/or the live playing of electronically amplified music will be permitted. **No alcoholic beverages will be allowed on premises.**
- d. Security personnel.** All activities involving dancing, the selling, serving and/or consumption of alcoholic beverages will require a minimum of two City of Pharr Police Officers to be contracted by the lessee. Lessor will designate the number of City of Pharr Police Officers required for functions.

(7) JOSE “PEPE” SALINAS RECREATION CENTER (LARGE HALL):

Rental Period	Rental Period	Time	Deposit	Rental Rate Class I	Rental Rate Class II
Sunday-Thursday	Morning	8:00 a.m. – 1:00 p.m.	\$300.00	\$500.00	\$400.00
	Day	8:00 a.m. – 7:00 p.m.	\$300.00	\$1,100.00	\$1,000.00
	Evening	1:00 p.m. – 12 MID.	\$300.00	\$1,100.00	\$1,000.00
Friday	Morning	8:00 a.m. – 1:00 p.m.	\$300.00	\$600.00	\$500.00
	Day	8:00 a.m. – 7:00 p.m.	\$300.00	\$1,300.00	\$1,100.00
	Evening	1:00 p.m. – 12 MID.	\$300.00	\$1,300.00	\$1,100.00
Saturday	Morning	8:00 a.m. – 1:00 p.m.	\$300.00	\$1,000.00	\$600.00
	Day	8:00 a.m. – 7:00 p.m.	\$300.00	\$2,000.00	\$1,200.00
	Evening	1:00 p.m. – 1:00 a.m.	\$300.00	\$2,000.00	\$1,500.00

- a. Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.
- b. Rental and damage deposit.** \$300.00 to be paid at the time reservation is made. This deposit will be deducted from the total amount due.
- c. Security personnel.** All activities involving dancing, the selling, serving and/or consumption of alcoholic beverages will require a minimum of two City of Pharr Police Officers to be contracted by the lessee. Lessor will designate the number of City of Pharr Police Officers required for functions.

(8) JOSE “PEPE” SALINAS RECREATION CENTER (SMALL HALL):

Rental Period	Time	Deposit (not refunded)	Class I	Class II
Sunday-Friday	6 p.m.-12 MID.	\$100.00	\$80.00 Per Hour	\$50.00 Per Hour
Saturday	8 a.m.-1:00 a.m.	\$100.00	\$100.00 per Hour	\$60.00 Per Hour

- a. **Payment of rental.** The full amount of the rental fee must be paid at least 30 days prior to reserved date. Any amount paid by lessee less than 30 days prior to reserved date will be cancelled and any amount previously paid will not be returned.
- b. **Advanced reservations.** Reservations will not be accepted more than 90 days in advance of reserved date.
- b. **Restricted usage.** No activity which entails dancing and/or the live playing of electronically amplified music will be permitted. Prerecorded music will be allowed provided there are no activities being conducted at the Large Hall and provided the volume is not sure as to disturb nearby residents. **No alcoholic beverages will be allowed on premises.**

(9) JOSE “PEPE” SALINAS RECREATION CENTER (CONFERENCE ROOM A)

Rental Period	Time	Deposit (not refunded)	Class I	Class II
Monday-Sunday	1 p.m.-12 MID.	\$50.00	\$60.00 Per Hour	\$40.00 Per Hour

Available for rental to small groups (Capacity - 63). A non-refundable deposit of \$50.00 is required to reserve the Conference Room. Reservations will not be accepted more than 90 days before reserved date. Rules regarding Small Hall usage are also applicable to the Conference Room.

(10) JOSE “PEPE” SALINAS RECREATION CENTER (CONFERENCE RM B)

Rental Period	Time	Deposit (not refunded)	Class I	Class II
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Monday-Sunday	1 p.m.-12 MID.	\$50.00	\$40.00 Per Hour	\$30.00 Per Hour
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Available for rental to small groups (Capacity – 48). A non-refundable deposit of \$50.00 is required to reserve the Conference Room. Reservations will not be accepted more than 90 days before reserved date. Rules regarding Small Hall usage are also applicable to the Conference Room.

(11) PHARR ONE BUILDING

AREAS	Rental Period/Time	STANDARD	NONPROFIT
Lecture Hall	Mon-Sat 8AM – 5PM	\$1,000	\$700
Conference Room	Mon-Sat 8AM – 5PM	\$800	\$500

Lecture Hall is available for rental to accommodate a capacity of 134. Conference Room is available for rental to accommodate a small group of (18). Reservations will not be accepted more than 90 days prior to event date. Rules and guidelines are applicable upon signed agreement. A non-refundable fee of \$250 is required for both areas and must be paid at time of reservation.

- a. **Payment of Rental.** All reservations require a \$250 deposit fee and is nonrefundable if the event is cancelled. The full amount of the rental fee must be paid at least 30 days prior to the date the event.
- b. **Restricted Usage.** Pharr ONE does not accommodate with any food/drinks for any event. No outside catering allowed at the facility. Catering services will be referred to the Park Deli and is not included in any rental fees. **No alcoholic beverages are allowed on the premises.**

SECTION 4: EFFECTIVE DATE; PUBLICATION

The ordinance shall take effect and be in force from and after its passage and approval on three (3) separate readings in accordance with Section 8, Article 3 of the Charter of the City of Pharr, Texas. Publication, if necessary, may also be in caption form as allowed under Section 9 of the Pharr City Charter.

SECTION 5: PROPER NOTICE AND MEETING

It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

PASSED AND APPROVED ON THE FIRST READING BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF PHARR, TEXAS, on this the 17th day of April, 2023.

CITY OF PHARR

AMBROSIO HERNANDEZ
MAYOR

ATTEST:

HILDA PEDRAZA, CITY CLERK

PASSED AND APPROVED ON THE SECOND READING BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF PHARR, TEXAS, on this the th day of February, 2023.

CITY OF PHARR

AMBROSIO HERNANDEZ
MAYOR

ATTEST:

HILDA PEDRAZA, CITY CLERK

PASSED AND APPROVED ON THE THIRD AND FINAL READING BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF PHARR, TEXAS, on this the 6th day of March, 2023.

CITY OF PHARR

AMBROSIO HERNANDEZ
MAYOR

ATTEST:

HILDA PEDRAZA, CITY CLERK



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.C.

DATE SUBMITTED: April 18, 2023

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Administration

DIRECTOR: Anali Alanis

Agenda Item: Consideration and action, if any, on Resolution entering into an agreement with Texas Department of Transportation for closure of US 281 (Cage Boulevard) from Clark Avenue to Kelly Avenue and Business 83 from Birch Street to Bluebonnet Avenue for the HUB Phestival from Thursday, May 18, 2023, at 7:00 p.m. until Sunday, May 21, 2023, at 11:59 a.m. **This item supports QL - Quality of Life.**

Classification: Consent

(* If closed session, City Attorney must review and approve.)

Issue: The City of Pharr wishes to enter into an agreement with TXDOT for temporary street closure for the City's Hub Phestival.

Fiscal Consideration: N/A

Staff Recommendation: Staff recommends approval.

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Hilda Pedraza
Patricia Rigney
City Management Office

Created/Initiated - 4/18/2023
Approved - 4/19/2023
Final Approval - 4/28/2023

RESOLUTION R-2023-__

**A RESOLUTION OF THE CITY OF PHARR TEXAS, AUTHORIZING THE CITY TO
ENTER INTO AN AGREEMENT WITH THE TEXAS DEPARTMENT OF PUBLIC
TRANSPORTATION FOR PUBLIC EVENT IN THE CITY LIMITS OF PHARR**

The City of Pharr wishes to enter into an agreement with the State of Texas, acting by and through the Texas Department of Transportation, for temporary closure of a street for a public event.

**NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF
COMMISSIONERS OF THE CITY OF PHARR, TEXAS, THAT:**

The closure of US 281 (Cage Boulevard) from Clark Avenue to Kelly Avenue and Business 83 from Birch Street to Bluebonnet Avenue for the HUB Phestival from Thursday, May 18, 2023, at 7:00 p.m. until Sunday, May 21, 2023, at 11:59 a.m.

All rules and procedures of 43 Tex., Adm. Code, Section 22.12 have been established for the temporary closure of a segment of the State highway system, and this agreement has been developed in accordance with the rules and procedures.

This resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED this 1st day of May 2023, by the Board of Commissioners of the City of Pharr, Texas.

CITY OF PHARR

AMBROSIO HERNANDEZ, MAYOR

ATTEST:

HILDA PEDRAZA, CITY CLERK



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.D.

DATE SUBMITTED:

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Administration

DIRECTOR:

Agenda Item: Consideration and action, if any, on Development Services Cases:

Classification: Public Hearing

(* If closed session, City Attorney must review and approve.)

Issue:

Fiscal Consideration:

Staff Recommendation:

Alternatives:

Exclude Material from Public Packet? No

Reason:

ROUTING:

Hilda Pedraza
Karla Saavedra
Patricia Rigney
City Management Office

Created -



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.D.1.

DATE SUBMITTED: April 25, 2023

MEETING DATE: May 1, 2023

FROM: Kimberly Mendoza, Development Services Director

DEPARTMENT: Development Services

DIRECTOR: Kimberly Mendoza

Agenda Item: Thomas F. Phillips, owner, has filed with the Planning and Zoning Commission a request for a Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I). The property is legally described as being 5.28 acres, more or less, out of Lot 6, Block 5, A.J. McColl Subdivision, Pharr, Hidalgo County, Texas. The property's physical address is within the 2400-2800 Block of North Jackson Road. CUP#230388 **This item supports EV - Economic Vitality.**

Classification: Public Hearing

(* If closed session, City Attorney must review and approve.)

Issue: Thomas F. Phillips, owner, has filed with the Planning and Zoning Commission a request for a Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I).

Fiscal Consideration: N/A

Staff Recommendation: Development Services recommended approval of the Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I) subject to applicant and site being in compliance with all City Ordinances and City Department requirements.

Planning & Zoning Commission Recommendation: The Planning and Zoning Commission voted unanimously to approve the request for a Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I) subject to applicant and site being in compliance with all City Ordinances and City Department requirements at their meeting of April 24, 2023. There were five members present and voting.

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Kimberly Mendoza
Patricia Rigney

Created/Initiated - 4/25/2023
Approved - 4/25/2023

Kimberly Mendoza
City Management Office

Approved - 4/25/2023
Final Approval - 4/28/2023



MEMORANDUM

DATE: MONDAY, MAY 1, 2023

TO: MAYOR AND CITY COMMISSION

FROM: KIMBERLY MENDOZA, DEVELOPMENT SERVICES DIRECTOR

THROUGH: ANALI ALANIS, INTERIM CITY MANAGER

SUBJECT: CONDITIONAL USE PERMIT FOR LIFE OF THE USE (SELF STORAGE) FILE NO. CUP#230388

GENERAL INFORMATION:

APPLICANT: Thomas F. Phillips, owner, has filed with the Planning and Zoning Commission a request for a Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I).

LEGAL DESCRIPTION: The property is legally described as being 5.28 acres, more or less, out of Lot 6, Block 5, A.J. McColl Subdivision, Pharr, Hidalgo County, Texas.

LOCATION: The property's physical address is within the 2400-2800 Block of North Jackson Road.

ZONING: The property is currently zoned General Business District (C) and Limited Industrial District (L-I). The surrounding area is zoned General Business District (C) and Limited Industrial District (L-I) to the north, Limited Industrial District (L-I) and Residential Multi-Family High Density District (R-MFHD) to the east, Residential Multi-Family District (R-MF) to the south, and a portion to the west is General Business District (C) and the remaining are the city limits. This area is generally designated for commercial and multi-family use in the Land Use Plan.

COMMENTS:

FIRE DEPARTMENT:

Pending inspection of the Conditional Use Permit.

CODE COMPLIANCE:

Pending inspection of the Conditional Use Permit.

DEVELOPMENT SERVICES:

Recommends approval of the Conditional Use Permit.

**NOTIFICATION
OF PUBLIC:**

Three (3) letters were mailed out to the surrounding property owners within a 300-foot radius on April 6, 2023, and a legal notice was published in the Advance News Journal on April 5, 2023. Staff received no response to the letters or the legal notice.

**DEVELOPMENT
SERVICES
RECOMMENDATIONS:**

Development Services is recommending approval of the Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I) subject to applicant and site being in compliance with all City Ordinances and City Department requirements.

**PLANNING & ZONING
COMMISSION:**

At the Planning and Zoning Commission meeting of April 24, 2023, the Board voted unanimously to approve the request for a Life of the Use Conditional Use Permit to allow a Self-Storage facility in a General Business District (C) and Limited Industrial District (L-I) subject to applicant and site being in compliance with all City Ordinances and City Department requirements.

1. This permit shall be for the Life-of-the Use and issued to the current owner only;
2. No living amenities shall be installed in any unit;
3. Applicant shall comply with all City of Pharr Ordinances and codes, any violation will terminate this Conditional Use Permit;
4. Must be in compliance with Ordinance O-2019-23;
5. Applicant must acquire a building permit before start of construction;
6. Any request to revise, alter or amend the conditions or requirements shall require the applicant to apply for a new Conditional Use Permit;

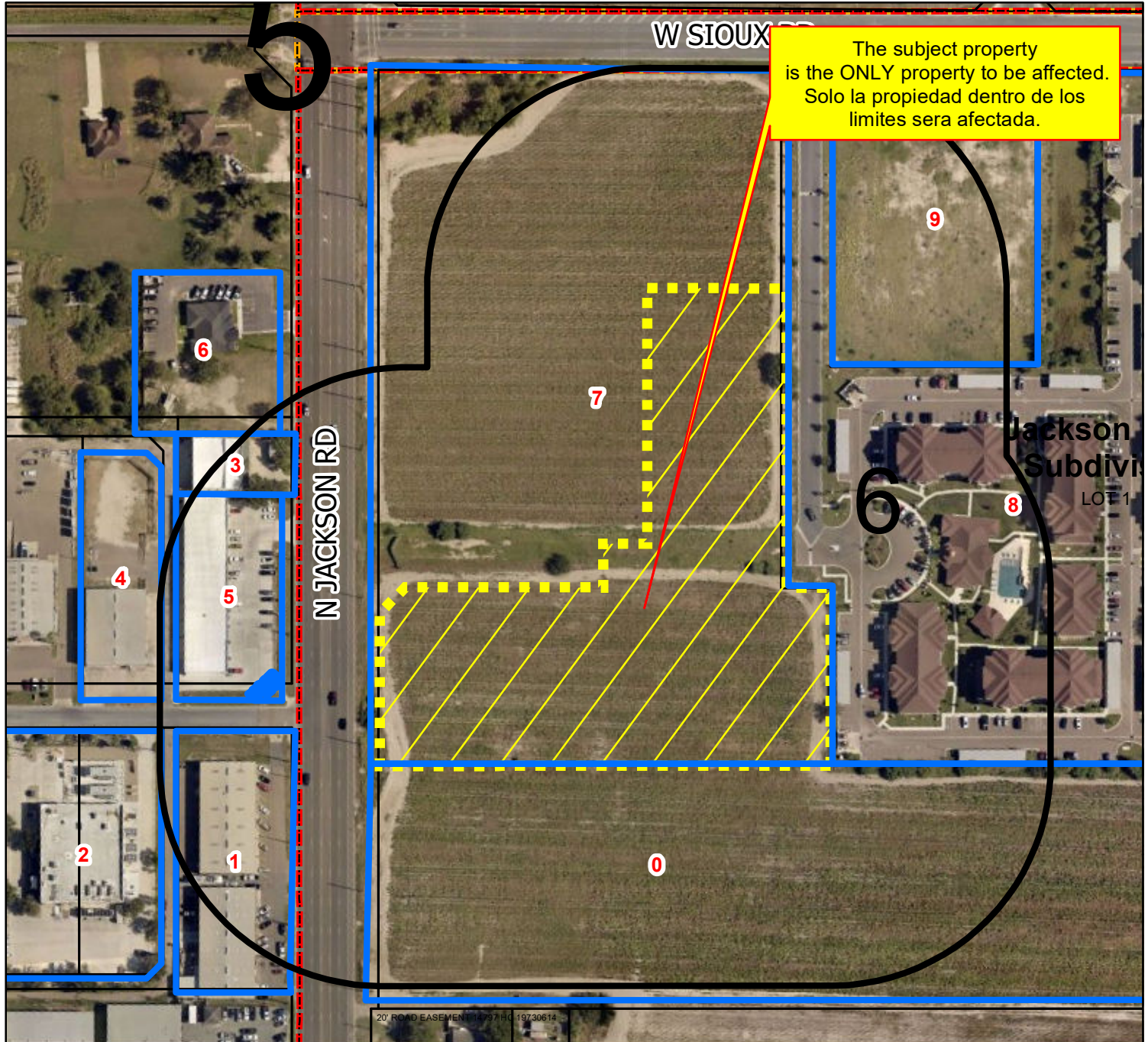
7. The following shall be considered as grounds for the revocation of the Conditional Use Permit:

- Any change in use or change in extent of use, area or location.
- Failure to allow periodic inspections by representatives of the City of Pharr at any reasonable time.
- Conditional Use Permits that have been revoked may not be applied for again until a period of one year has lapsed from the date of revocation.

Proposed Conditional Use Permit
5.28 acres, more or less, o/o Lot 6, Block 5,
5, A. J. McColl Subdivision
Thomas F. Phillips



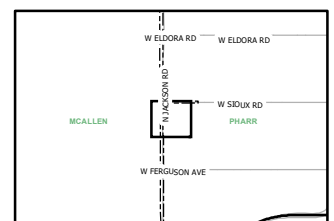
G:\City of Pharr\GIS\Projects\1-Planning\Conditional Use Permits\CUP 5.28 acres, more or less, o/o Lot 6, Block 5, A. J. McColl Subdivision\MXDCUP_Base.mxd



- | | | |
|---------------------------------------|--------------------|--------------------------|
| Agricultural Open Space | Rail Road R.O.W | Neighborhood Commercial |
| Single Family | Government Owned | Office Professional |
| Single Family Small Lot | General Business | PSJA ISD |
| Residential Multi-Family | Business District | Hidalgo ISD |
| Residential Multi-Family High Density | Drainage Easement | Valley View ISD |
| Mobile Home | Heavy Commercial | Planned Unit Development |
| Townhouse | Heavy Industrial | |
| HUD Code | Limited Industrial | |

- 300 ft Radius
- Notified Properties
- Subject Property

All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.

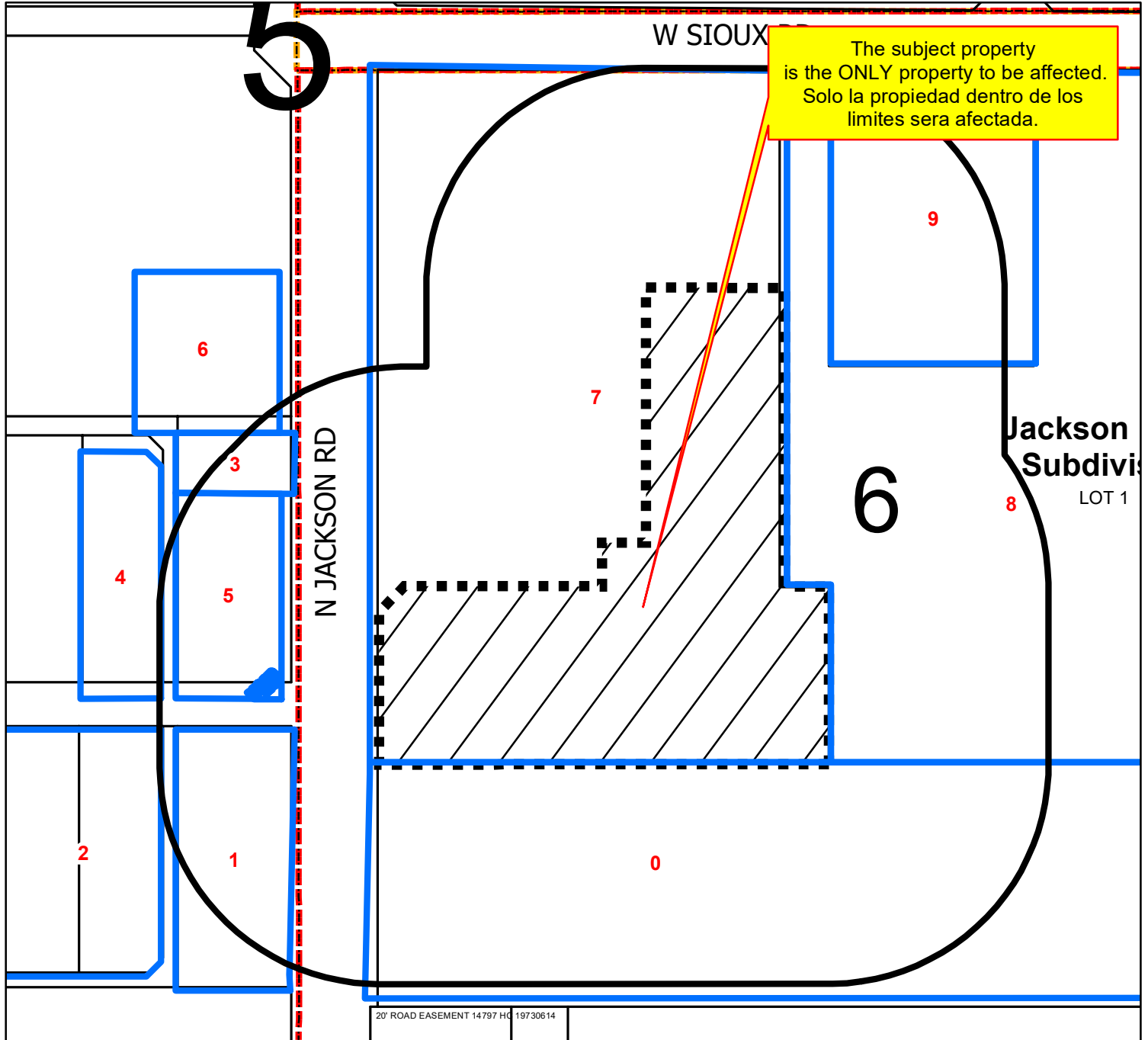


City of Pharr, Texas
Engineering Department
956.402.4242

Date: 4/5/2023

Scale: 1 inch = 200 feet





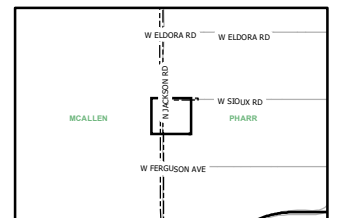
Agricultural Open Space
 Single Family
 Single Family Small Lot
 Residential Multi-Family
 Residential Multi-Family High Density
 Mobile Home
 Townhouse
 HUD Code

Rail Road R.O.W
 Government Owned
 General Business
 Business District
 Drainage Easement
 Heavy Commercial
 Heavy Industrial
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Neighborhood Commercial
 Office Professional
 PSJA ISD
 Hidalgo ISD
 Valley View ISD
 Planned Unit Development

300 ft Radius
 Notified Properties
 Subject Property

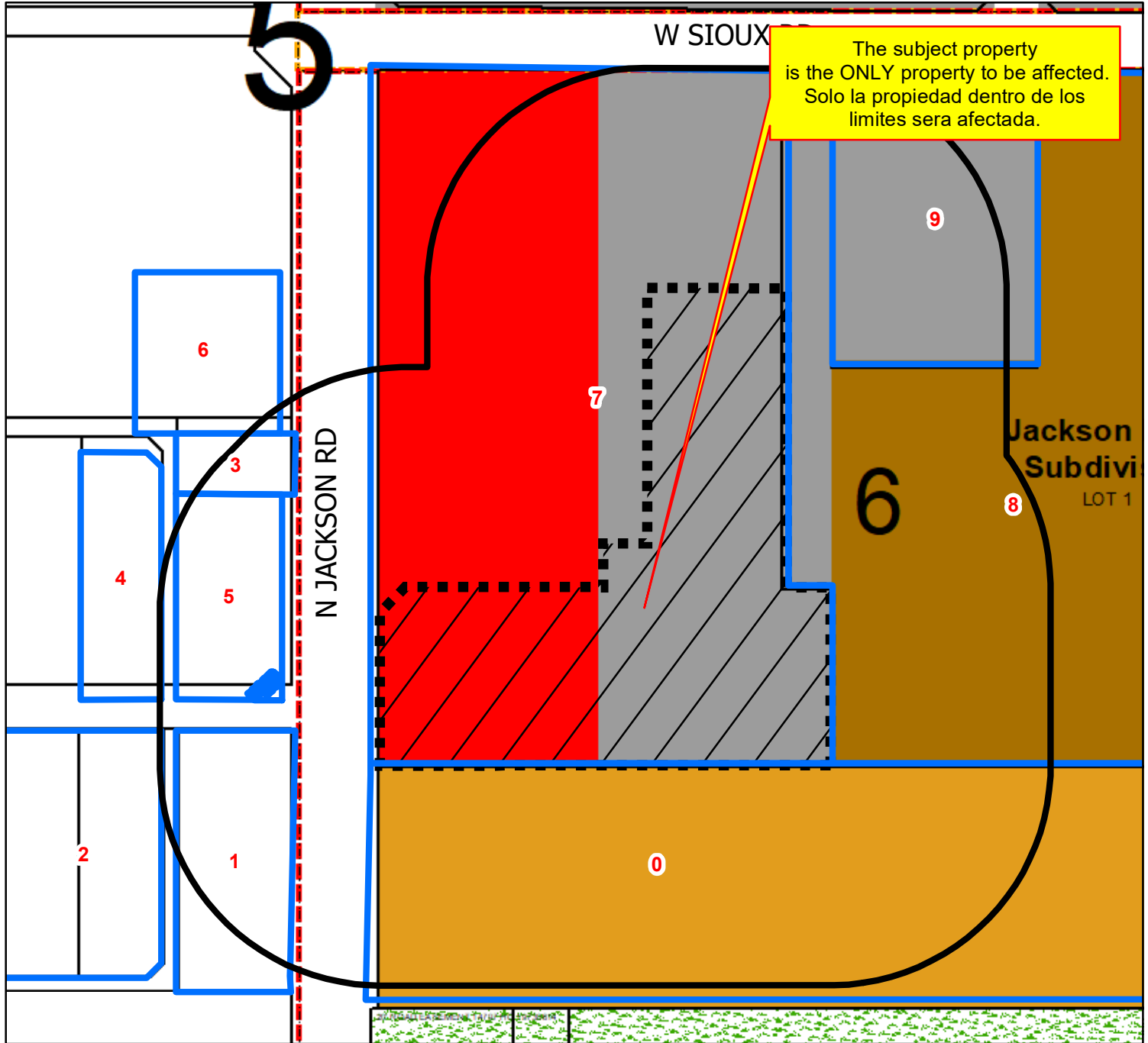
All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.



Proposed Conditional Use Permit
 5.28 acres, more or less, o/o Lot 6, Block
 5, A. J. McColl Subdivision
 Thomas F. Phillips



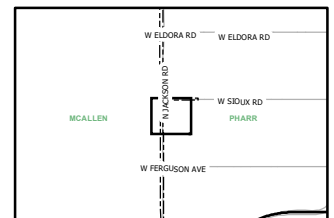
G:\City of Pharr\GIS\Projects\1-Planning\Conditional Use Permits\CUP 5.28 acres, more or less, o/o Lot 6, Block 5, A. J. McColl Subdivision\MXD\CUP_Base.mxd



- | | | |
|---------------------------------------|--------------------|--------------------------|
| Agricultural Open Space | Rail Road R.O.W | Neighborhood Commercial |
| Single Family | Government Owned | Office Professional |
| Single Family Small Lot | General Business | PSJA ISD |
| Residential Multi-Family | Business District | Hidalgo ISD |
| Residential Multi-Family High Density | Drainage Easement | Valley View ISD |
| Mobile Home | Heavy Commercial | Planned Unit Development |
| Townhouse | Heavy Industrial | |
| HUD Code | Limited Industrial | |

- 300 ft Radius
- Notified Properties
- Subject Property

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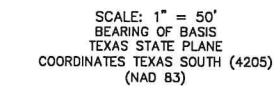


City of Pharr, Texas
 Engineering Department
 956.402.4242

Date: 4/5/2023

Scale: 1 inch = 200 feet





IZAGUIRRE
Engineering Group LLC.

JACKSON RD. &
SIOUX RD.
PHARR, TX

ID #231082

STORAGE
PRELIMINARY
SITE PLAN

Project	Sheet E1
Date 3/06/2023	
Scale 1"=50'	



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.D.2.

DATE SUBMITTED: April 26, 2023

MEETING DATE: May 1, 2023

FROM: Kimberly Mendoza, Development Services Director

DEPARTMENT: Development Services

DIRECTOR: Kimberly Mendoza

Agenda Item: Melden and Hunt Inc., representing Trails on Jackson LLC., owner has filed with the Planning and Zoning Commission a request for a Change of Zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD). The property is legally described as being 7.059 acres, more or less, out of Lots 1 through 28, Brothers Commerce Center Subdivision, Pharr, Hidalgo County, Texas. The property's physical address is within the 4800-5000 Block of North Jackson Road. COZ#230387 **This item supports EV - Economic Vitality.**

Classification: Public Hearing

(* If closed session, City Attorney must review and approve.)

Issue: Melden and Hunt Inc., representing Trails on Jackson LLC., owner has filed with the Planning and Zoning Commission a request for a Change of Zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD) in order to develop and construct apartments.

Fiscal Consideration: N/A

Staff Recommendation: Development Services recommends disapproval of the request to re-zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD) as the majority of the property is not in line with the future land use plan.

Planning & Zoning Commission Recommendation: Following a brief discussion, the Planning and Zoning Commission voted to recommend approval of the rezoning as requested by the applicant by a vote of 4-1 at their meeting on April 24, 2023. There were five members present and voting.

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Kimberly Mendoza
Patricia Rigney
Kimberly Mendoza

Created/Initiated - 4/26/2023
Approved - 4/26/2023
Approved - 4/26/2023

City Management Office

Final Approval - 4/28/2023



MEMORANDUM

DATE: MONDAY, MAY 01, 2023

TO: MAYOR AND CITY COMMISSION

FROM: KIMBERLY MENDOZA, DIRECTOR OF DEVELOPMENT SERVICES

THROUGH: ANALI ALANIS, INTERIM CITY MANAGER

SUBJECT: Re-zoning Request: From General Business District (C) to Residential Multi-Family High Density District (R-MFHD). The property is legally described as being 7.059 acres, more or less, out of Lots 1 through 28, Brothers Commerce Center Subdivision, Pharr, Hidalgo County, Texas. The property's physical address is within the 4800-5000 Block of North Jackson Road. COZ#230387
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Comprehensive zoning and rezoning regulations and ordinances should be adopted and designed to facilitate, as much as possible, the following items:

1. To lessen congestion;
2. Secure safety from fire, panic and other dangers;
3. To promote health and general welfare;
4. To provide adequate light and air;
5. To protect the overcrowding of land and abutting traffic ways;
6. Avoid undue concentration of population, and;
7. To facilitate the adequate provisions of transportation, water, sewage, schools, parks, and other public requirements as per Local Government Code, Sect. 211.004.

DESCRIPTION OF PROPERTY:

Melden and Hunt Inc., representing Trails on Jackson LLC., owner has filed with the Planning and Zoning Commission a request for a Change of Zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD) in order to develop and construct apartments.

The subject site is located on the east side of North Jackson Road, approximately 900 ft. south of West Minnesota Road, with a physical address of 4800-5000 Block of North Jackson Road. The property is legally described as being 7.059 acres, more or less, out of Lots 1 through 28, Brothers Commerce Center Subdivision, Pharr, Hidalgo County, Texas.

The property fronts North Jackson Road, a 120 ft.-150 ft. principal arterial that runs north and south with a posted speed limit of 40 to 55 miles per hour as identified in the City of Pharr's Thoroughfare Plan.

The property was rezoned from Agricultural and/or Open Space District (A-O) to General Business District (C) on April 1, 2008. The property to the east is zoned Agricultural and/or Open Space District (A-O) since annexed on October 13, 1989. The portion of the property to the north was rezoned from Agricultural and/or Open Space District (A-O) to General Business District (C) on April 1, 2008. Another portion of the north was rezoned from Agricultural and/or Open Space District (A-O) to General Business District (C) on May 12, 2015. The property to the south was rezoned from Agricultural and/or Open Space District (A-O) to General Business District (C) on April 17, 2023.

The property is generally designated for commercial and multi-family residential use in the Land Use Plan.

The Residential Multi-Family High Density District (R-MFHD) is established to provide adequate space and site diversification for medium to high density areas. This may be a zone for transitional areas developed for single-family usage, but because of the need for rehabilitation, or changes in the character of the neighborhood, are now deemed suitable for some multifamily development. This zone allows medium to high density developments, and should be located where additional requirements for streets, water and fire protection, wastewater, drainage, and adequate open space shall be met. R-MFHD uses should not run traffic over long distances of single-family residential-sized streets or neighborhoods and should be located close to arterials or collectors capable of carrying the additional traffic. Multi-family developments are not a buffer between single-family and commercial uses and should be properly buffered from nonresidential land uses and traffic, or from pollution and environmental hazards.

Six (6) letters were mailed out to the surrounding property owners on April 6, 2023, and a legal notice was published in the Advance News Journal on April 5, 2023. Staff received no response to the letters or the legal notice.

Development Services recommended disapproval of the request to re-zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD) as the majority of the property is not in line with the future land use plan.

Following a brief discussion, the Planning and Zoning Commission voted to recommend approval of the rezoning as requested by the applicant by a vote of 4-1 at their meeting on April 24, 2023. There were five members present and voting.

CITY COMMISSION OPTIONS:

- 1. Approve the rezoning request;**
- 2. Table the item for:**
 - a) consideration by the full board;**
 - b) additional information;**
 - c) additional time for applicant and adjacent property owners to meet;**
- 3. Disapprove the request.**



REQUEST FOR CHANGE OF ZONE & AMENDMENT TO LAND USE PLAN

Melden and Hunt Inc., representing Trails on Jackson LLC., owner
APPLICANT

4800-5000 Block of North Jackson Road
ADDRESS

General Business District (C)
CURRENT ZONE

**Residential Multi-Family High Density
District (R-MFHD)**
PROPOSED ZONE

	YES	NO
1 Does the property meet the minimum area requirements for the proposed zone?	X	
2 Does the property have adequate ingress and egress?	X	
3 Will the change of zone be compatible with surrounding properties? (Zoning and Land Use)		X
4 Is the property located along a major thoroughfare?	X	
5 Will the property have adequate parking for the proposed use?	X	
6 Will the property have adequate landscaping as per City Ordinance?	X	
7 Will the zone change increase the volume of traffic?	X	
8 Will a buffer be required?	X	
9 Is the proposed change in line with the Future Land Use Plan?		X

STAFF RECOMMENDATIONS: **Denial**

Development Services is recommending disapproval of the request to re-zone from General Business District (C) to Residential Multi-Family High Density District (R-MFHD) as the property is not in line with the future land use plan.

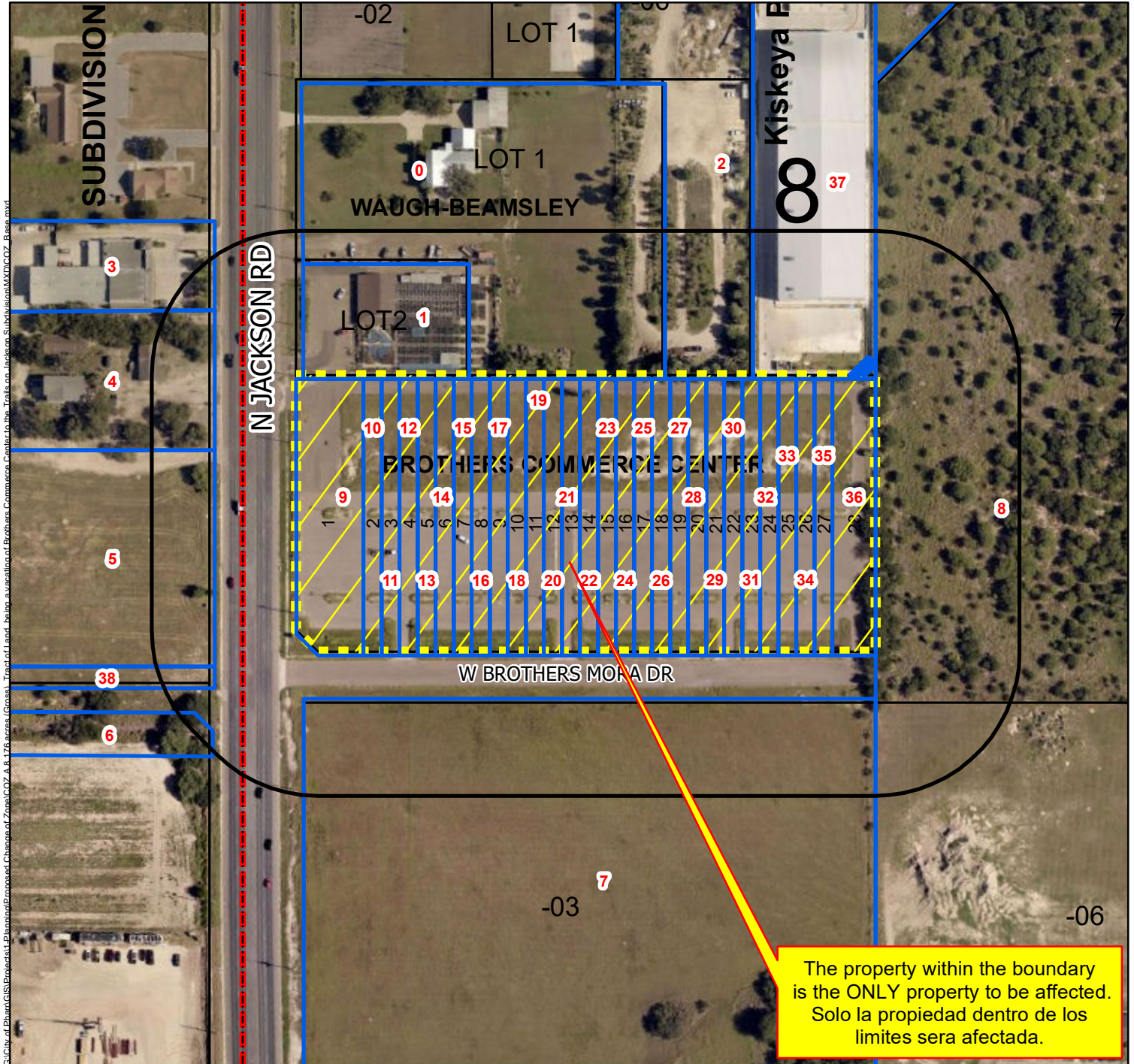
Laura Fonseca, Planner I
PREPARED BY

April 19, 2023
DATE

Proposed Change of Zone
7.059 acres, more or less. out of Lots 1 through 28, Brothers
Commerce Center Subdivision
Mario A Reyna, P.E.



Pharr
Engineering



Zoning

ZONE

- Agricultural Open Space
- Single Family
- Single Family Small Lot
- Residential Multi-Family
- Residential Multi-Family High Density
- Mobile Home
- Townhouse
- HUD Code

- Rail Road R.O.W
- Government Owned
- General Business
- Business District
- Drainage Easement
- Heavy Commercial
- Heavy Industrial
- Limited Industrial
- Neighborhood Commercial
- Office Professional

- PSJA ISD
- Hidalgo ISD
- Valley View ISD
- Planned Unit Development

Future Land Use

- Irrigation
- Agriculture
- Single Family Res.
- Multi-Family Res.

- Manufactured Homes
- Industrial
- Commercial
- Public/Semi Public
- ROW
- Parks
- Subject Property
- Notified Properties
- 200 ft Radius

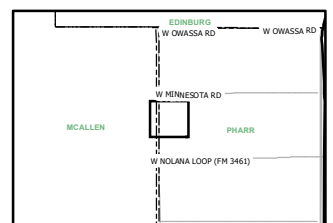
City of Pharr, Texas
Engineering Department
956.402.4242

Date: 4/5/2023

Scale: 1 inch = 200 feet



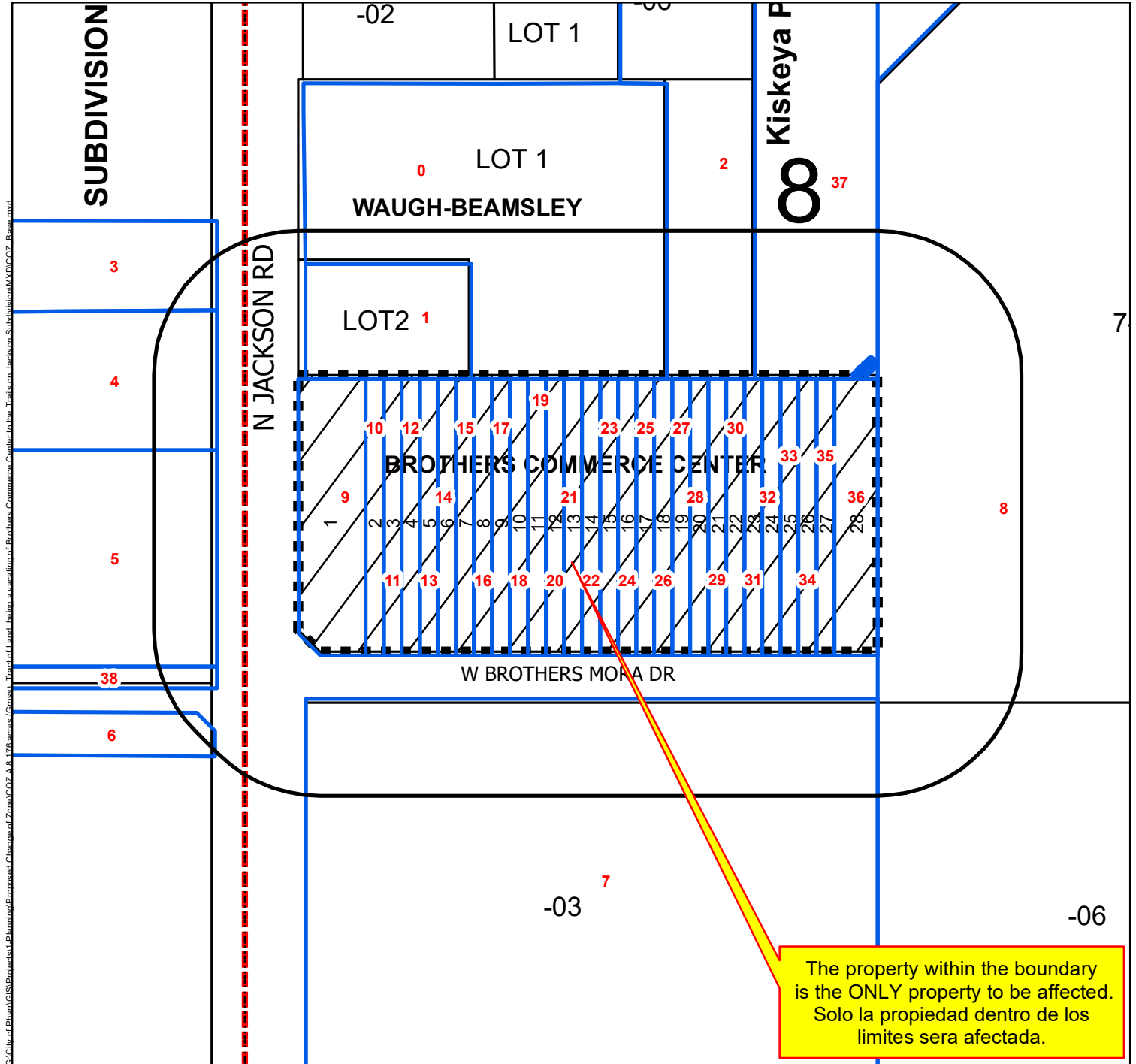
All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.



Proposed Change of Zone
 7.059 acres, more or less. out of Lots 1 through 28, Brothers
 Commerce Center Subdivision
 Mario A Reyna, P.E.



Pharr
 Engineering



Zoning

ZONE

- Agricultural Open Space
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- Rail Road R.O.W.
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Future Land Use

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- Agriculture
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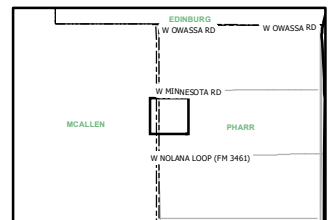
- Manufactured Homes
- Industrial
- Commercial
- Public/Semi Public
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- Parks
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- Notified Properties
- 200 ft Radius

All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.

City of Pharr, Texas
 Engineering Department
 956.402.4242

Date: 4/5/2023

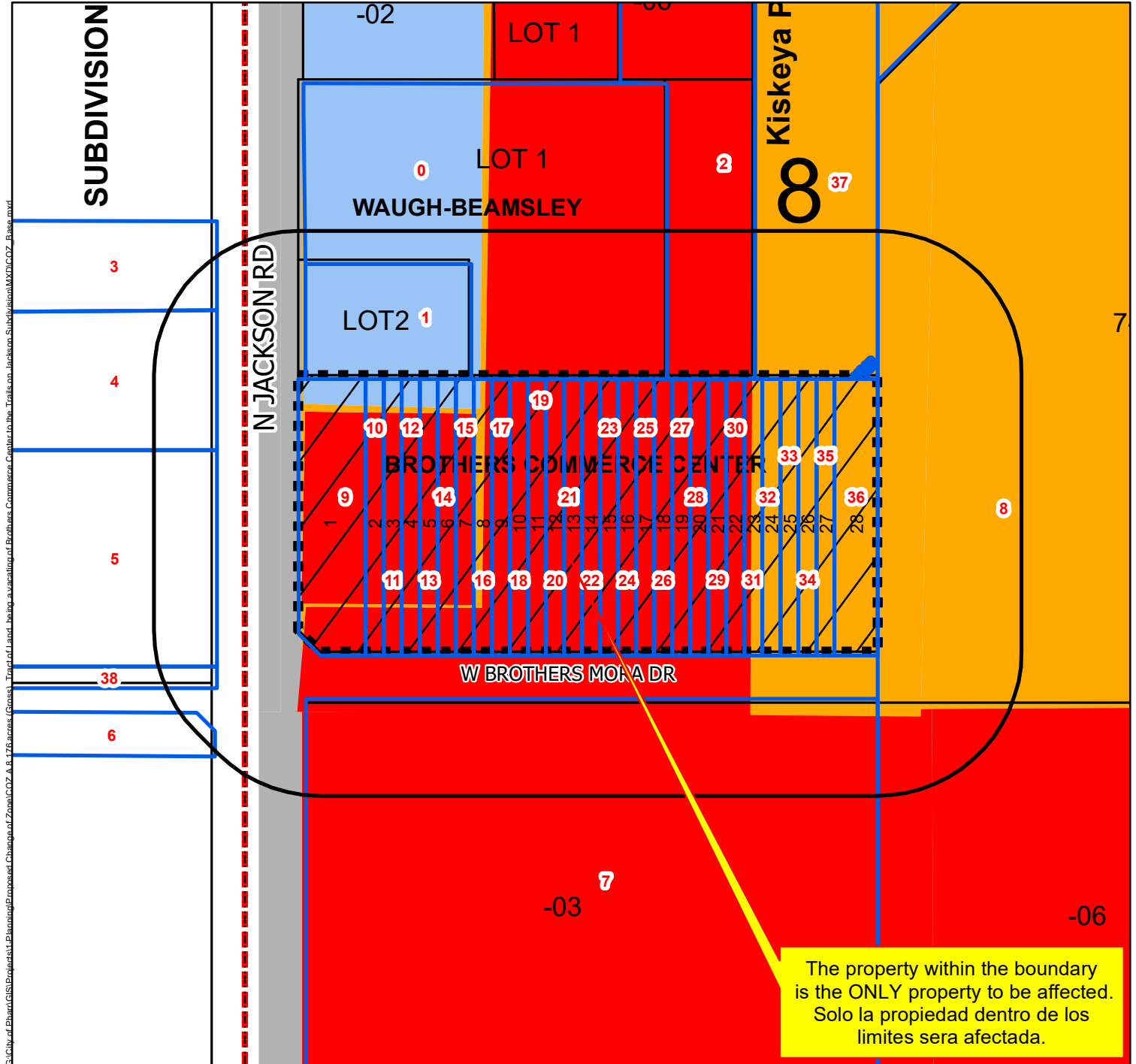
Scale: 1 inch = 200 feet



Proposed Change of Zone
 7.059 acres, more or less. out of Lots 1 through 28, Brothers
 Commerce Center Subdivision
 Mario A Reyna, P.E.



Pharr
 Engineering



Zoning

ZONE

- Agricultural Open Space
- Single Family
- Single Family Small Lot
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- Mobile Home
- Townhouse
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Future Land Use

- Irrigation
- Agriculture
- Single Family Res.
- Multi-Family Res.

- Manufactured Homes
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- Parks
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- 200 ft Radius

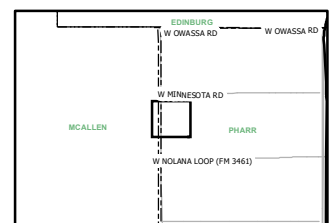
City of Pharr, Texas
 Engineering Department
 956.402.4242

Date: 4/5/2023

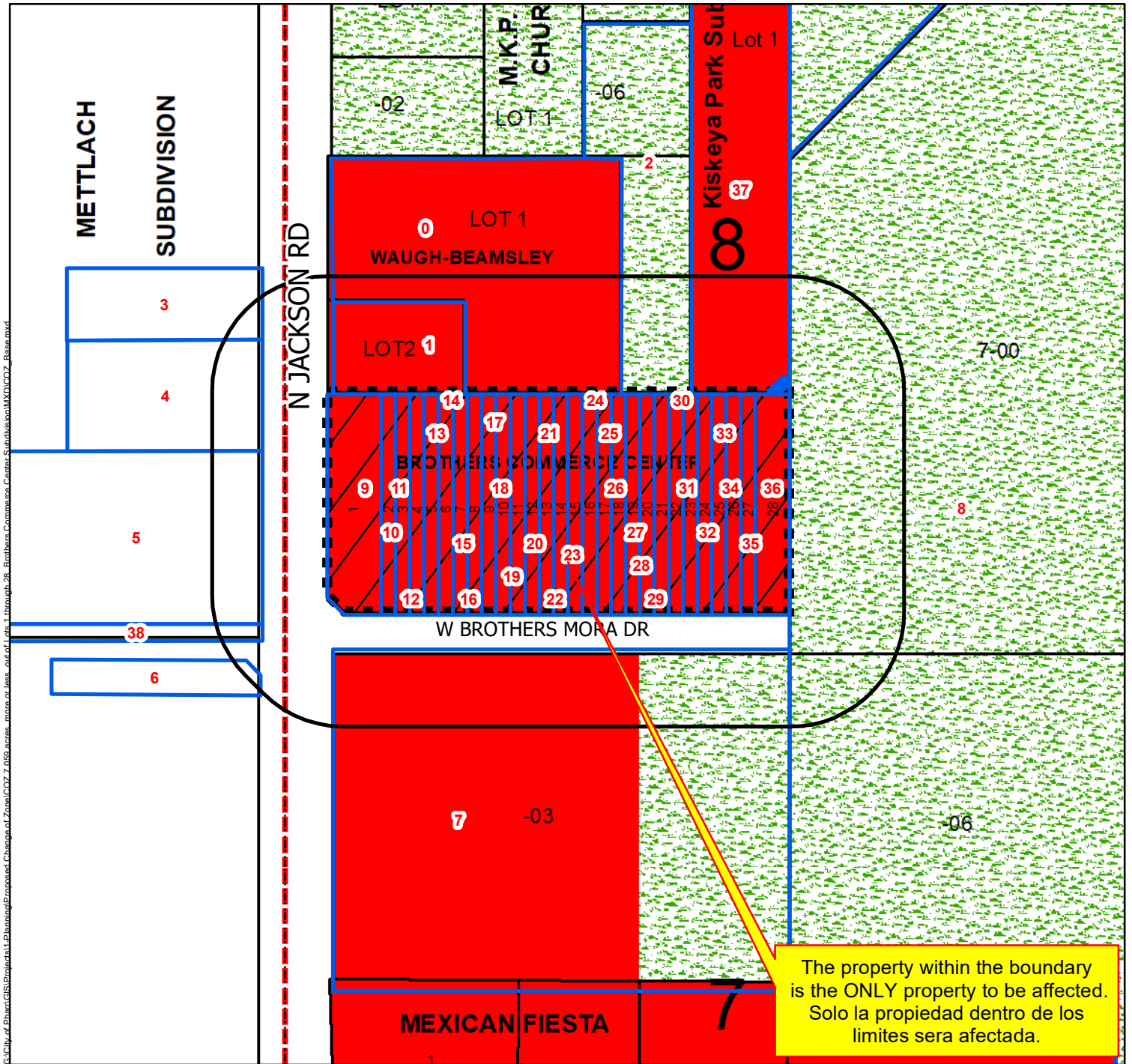
Scale: 1 inch = 200 feet



All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.



Proposed Change of Zone
 7.059 acres, more or less. out of Lots 1 through 28, Brothers
 Commerce Center Subdivision
 Mario A Reyna, P.E.



Zoning

ZONE

- Agricultural Open Space
- Single Family
- Single Family Small Lot
- Residential Multi-Family
- Residential Multi-Family High Density
- Mobile Home
- Townhouse
- HUD Code

Future Land Use

FUTURELAND

- Irrigation
- Agriculture
- Single Family Res.
- Multi-Family Res.

Other

- Rail Road R.O.W.
- Government Owned
- General Business
- Business District
- Drainage Easement
- Heavy Commercial
- Heavy Industrial
- Limited Industrial
- Neighborhood Commercial
- Office Professional
- PSJA ISD
- Hidalgo ISD
- Valley View ISD
- Planned Unit Development
- Manufactured Homes
- Industrial
- Commercial
- Public/Semi Public
- ROW
- Parks
- Subject Property
- Notified Properties
- 200 ft Radius

Scale: 1 inch = 250 feet

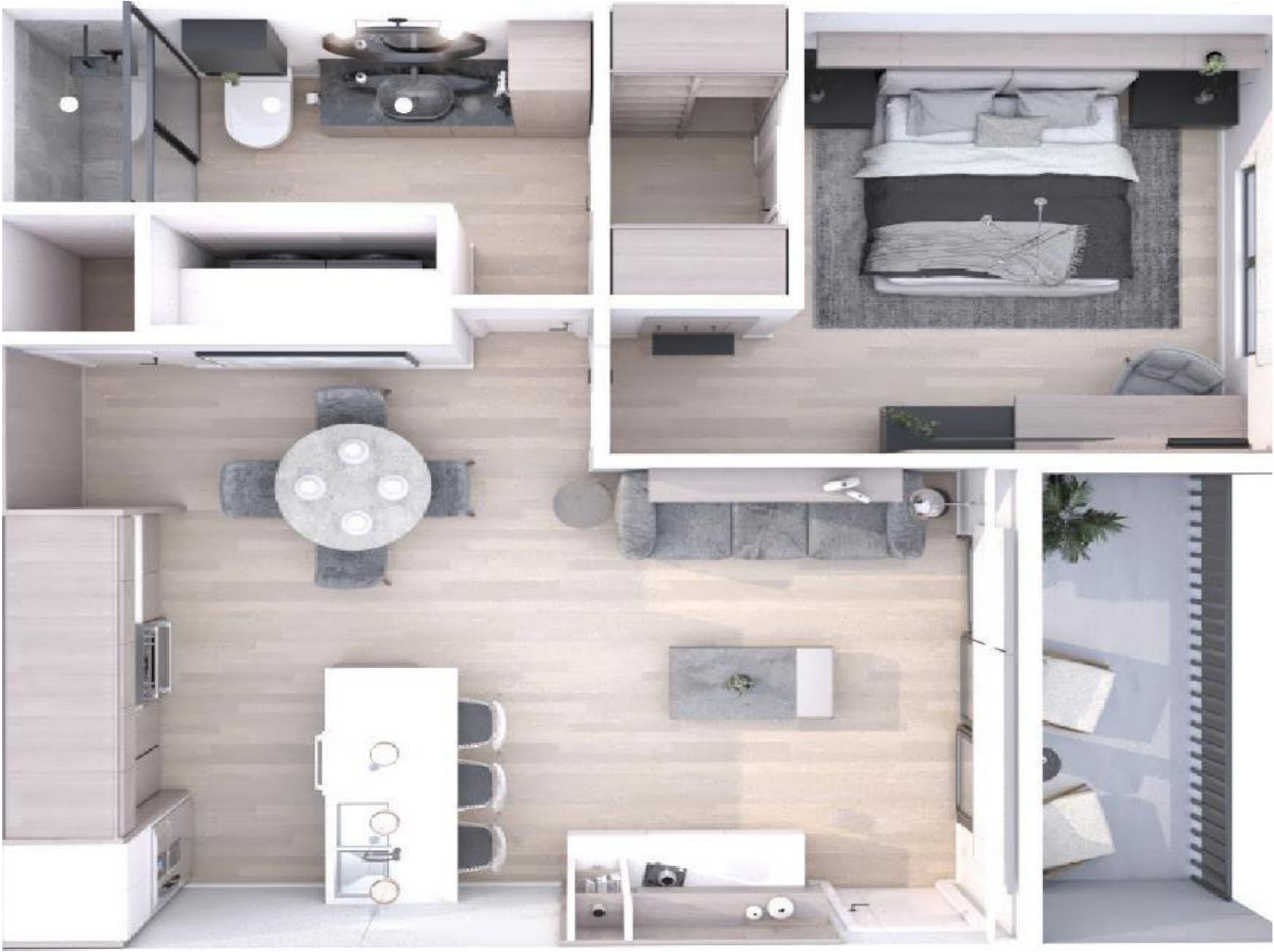
City of Pharr, Texas
 Engineering Department
 956.402.4242
 Date: 4/26/2023

All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.









THE TRAILS – APARMENT "A" – KITCHEN AND DINING



D LAZARI

THE TRAILS – APARMENT "A" – MASTER BEDROOM



D LAZARI



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.E.

DATE SUBMITTED:

MEETING DATE: May 1, 2023

FROM: Hilda Pedraza, City Clerk

DEPARTMENT: Administration

DIRECTOR:

Agenda Item: PLATS:

Classification: Consent

(* If closed session, City Attorney must review and approve.)

Issue:

Fiscal Consideration:

Staff Recommendation:

Alternatives:

Exclude Material from Public Packet? No

Reason:

ROUTING:

Hilda Pedraza
Karla Saavedra
Patricia Rigney
City Management Office

Created -



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 5.E.1.

DATE SUBMITTED: April 25, 2023

MEETING DATE: May 1, 2023

FROM: Kimberly Mendoza, Development Services Director

DEPARTMENT: Development Services

DIRECTOR: Kimberly Mendoza

Agenda Item: HALFF Engineering, representing Phil Dyer, Manager of Capote Farms GP, L.L.C., is requesting final plat approval of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision. The property is legally described as being 19.522 acres out of Lots 3 & 4 of the Closner Subdivision, Pharr, Hidalgo County, Texas. The property is located within the 1000 Block of East Capote Central Avenue. SUB#220720 **This item supports EV - Economic Vitality.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: HALFF Engineering, representing Phil Dyer, Manager of Capote Farms GP, L.L.C., is requesting final plat approval of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision.

Fiscal Consideration: N/A

Staff Recommendation: Development Services recommends final plat approval of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision subject to the listed conditions.

Planning & Zoning Recommendation: The Planning and Zoning Commission voted unanimously to recommend approval of the final plat of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision at their meeting of April 24, 2023. There were five members present and voting.

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Kimberly Mendoza
Patricia Rigney
Kimberly Mendoza
City Management Office

Created/Initiated - 4/25/2023
Approved - 4/25/2023
Approved - 4/25/2023
Final Approval - 4/28/2023



Pharr

Development Services



MEMORANDUM

DATE: MONDAY, MAY 01, 2023

TO: MAYOR AND CITY COMMISSION

FROM: KIMBERLY MENDOZA, DIRECTOR OF DEVELOPMENT SERVICES

THROUGH: ALANI ALANIS, INTERIM CITY MANAGER

SUBJECT: CAPOTE INTERNATIONAL BUSINESS PARK PHASE VI LOTS 1 & 2 SUBDIVISION FILE NO. SUB#220720
--

GENERAL INFORMATION:

APPLICANT: HALFF Engineering, representing Phil Dyer, Manager of Capote Farms GP, L.L.C., is requesting final plat approval of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision.

LEGAL DESCRIPTION: The property is legally described as being a 19.522 acres out of Lots 3 & 4 of the Closner Subdivision, Pharr, Hidalgo County, Texas.

LOCATION: The property is located within the 1000 Block of East Capote Central Ave.

ZONING: The property is currently zoned Limited Industrial District (L-I). The adjacent zones are Agricultural Open/Space District (A-O) and Limited Industrial District (L-I) to the north, Limited Industrial District (L-I) to the south and west and City limits to the east. The property is designated for industrial use in the Land Use Plan.

PROPERTY PROPOSED USE: Warehouses.

VARIANCES: None requested.

RECOMMENDATIONS: Development Services recommends final plat approval of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision subject to the following conditions:

STREETS, PAVING AND R.O.W.: 1. Street lights shall be 250' max spacing, along E. Capote Central Ave. & S. Veterans Blvd.

EASEMENTS: 1. In compliance.

**SIDEWALK:
ADA:** 1. In compliance.

FIRE PROTECTION: 1. In compliance.

WATER: 1. In compliance.

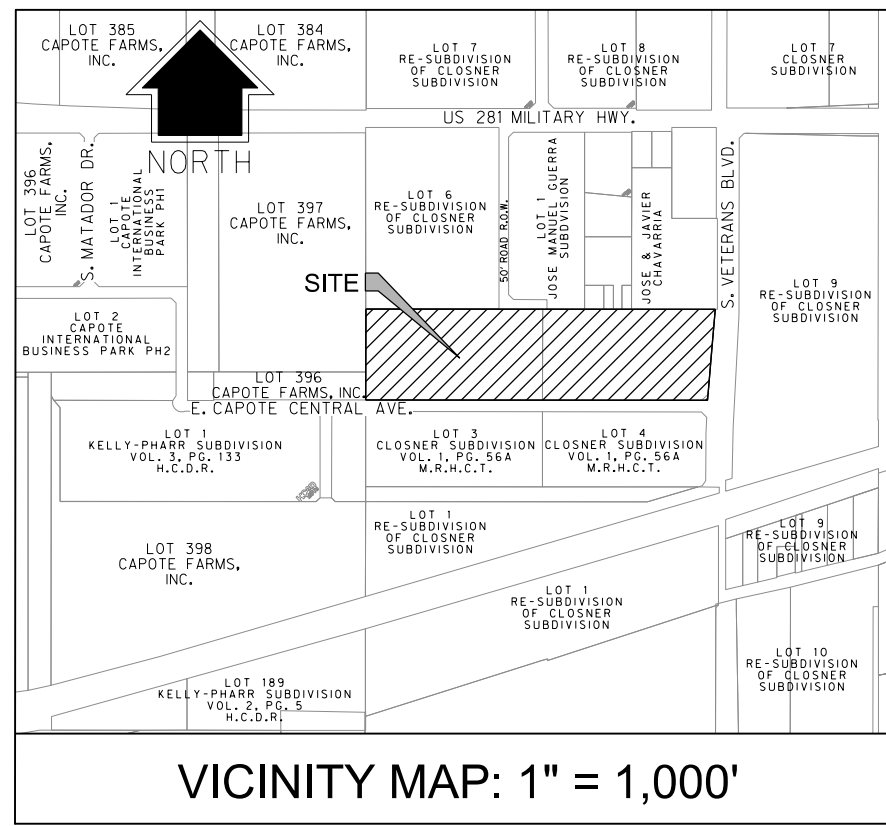
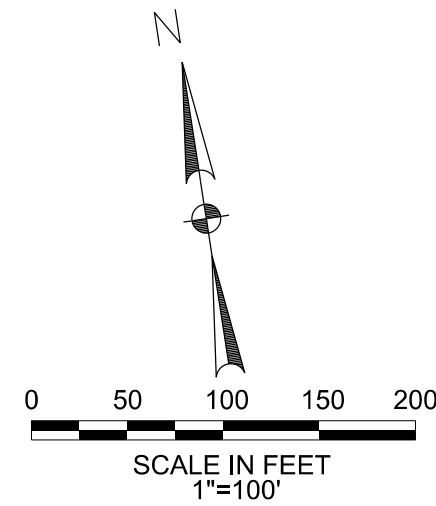
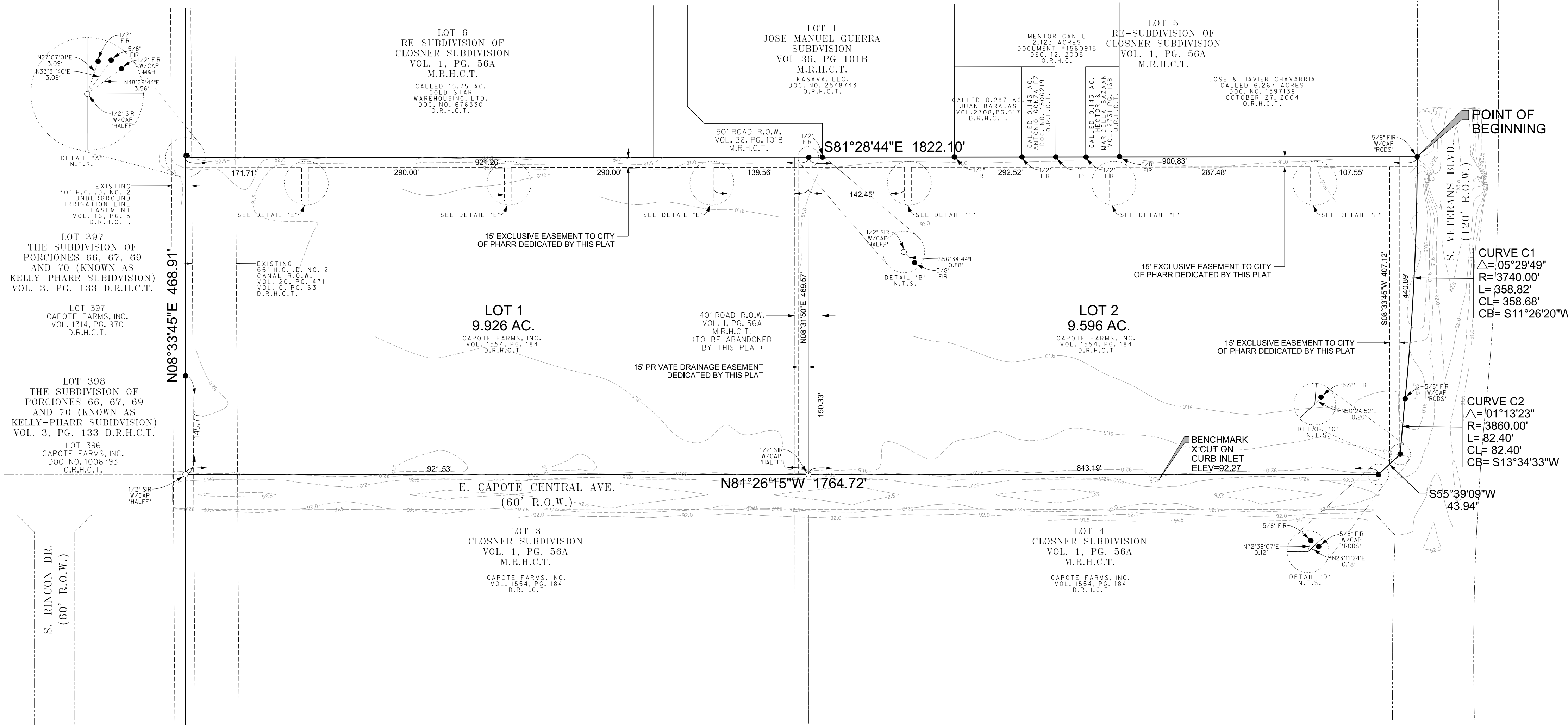
SEWER: 1. In compliance.

DRAINAGE: 1. In compliance.

OTHER: 1. In compliance.

PLANNING AND ZONING COMMISSION: The Planning and Zoning Commission voted unanimously to approve the final plat of the proposed Capote International Business Park Phase VI Lots 1 & 2 Subdivision

PORCION NO. 70 ANTONIO VELASCO
SURVEY ABSTRACT NO. 45



LEGEND
● - 1/2-INCH FOUND IRON ROD (OR AS NOTED)
○ - SET IRON ROD WITH CAP STAMPED "HALFF"
M.R.H.C.T. - MAP RECORDS, HIDALGO COUNTY, TEXAS
D.R.H.C.T. - DEED RECORDS, HIDALGO COUNTY, TEXAS
O.R.H.C.T. - OFFICIAL RECORDS, HIDALGO COUNTY, TEXAS
VOL. - VOLUME
PG. - PAGE
S.F. - SQUARE FEET
U.E. - UTILITY EASEMENT
R.O.W. - RIGHT-OF-WAY
(C.M.) - CONTROL MONUMENT
B.M. - BENCHMARK
H.C.I.D. - HIDALGO COUNTY IRRIGATION DISTRICT
C.O.P. - CITY OF PHARR

STATE OF TEXAS
COUNTY OF HIDALGO:
I, the undersigned owner of the land shown in this plat, and designated herein as CAPOTE INTERNATIONAL BUSINESS PARK PHASE VI LOTS 1 & 2 Subdivision to the City of Pharr, County of Hidalgo, Texas, and whose name is subscribed hereto, do hereby subdivide such property and dedicate to the use of the public all streets, alleys, parks, watercourses, drains, easements, and public places shown thereon for the purposes of consideration therein expressed.

Capote Farms, LTD
by: Phil Dyer, Manager
Capote Farms GP, L.L.C.
2011 West Doffing Canal Rd.
Pharr, TX 78577

STATE OF TEXAS
COUNTY OF HIDALGO:
Before me, the undersigned authority, on this day personally appeared Phil Dyer, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein stated.
Given under my hand and seal of office, this the ____ day of ____, 2022.

Notary public
County of Hidalgo, Texas

STATE OF TEXAS
COUNTY OF HIDALGO:
I, the undersigned Mayor of the City of Pharr, hereby certify that this subdivision plat conforms to all requirements of the subdivision regulations of this city wherein my approval is required.

Ambrosio Hernandez
Mayor, City of Pharr

City Clerk

Hidalgo County Drainage District No. 1 hereby certifies that the drainage plans for this subdivision comply with the minimum standards of the district adopted under Texas Water Code 49.211(c). The district has not reviewed and does not certify that the drainage structures described are appropriate for the specific subdivision based on generally accepted engineering criteria. It is the responsibility of the developer and his engineer to make these determinations.

Raul E. Sesin, P.E. C.F.M.
By, Hidalgo County Drainage District No. 1
General Manager

STATE OF TEXAS
COUNTY OF HIDALGO:
This plat is hereby approved by the Hidalgo County Irrigation District No. 2 on this the ____ day of ____, 2022.
No improvements of any kind (including without limitation, trees, fences, and buildings) shall be placed upon Hidalgo County Irrigation District No. 2 rights-of-way or easements.

President
Secretary:

CAPOTE INTERNATIONAL
BUSINESS PARK PHASE VI
LOTS 1 & 2

A SUBDIVISION OF
19.522 ACRES OUT OF LOT 3 &
4 OF THE CLOSNOR SUBDIVISION

SITUATED IN THE
CITY OF PHARR
HIDALGO COUNTY, TEXAS
OWNER:
CAPOTE FARMS, LTD
BY

HALFF
5000 WEST MILITARY, SUITE 100
MCALLEN, TX 78503
(956) 664-0286
TRESPASS SURVEYING
FIRM NO. 10194444
DATE OF PREPARATION: 8/1/2022

GENERAL NOTES:

1. Basis of bearing referenced to the Texas State Plane Coordinate System of 1983, Texas South Zone (4205). All distances are shown in surface. To convert to grid divide by the TXDOT scale factor of 1.00004.
2. Benchmark information:
City of Pharr Benchmark #2 An aluminum disk located 150 feet south of the parking lot of "Road Ranger" gas station on the west side of Cage Blvd. N=16558969.196, E=1082248.846 (GRID) Elevation = 91.79 feet (NAVD 88).
Temporary site Benchmark: is an "X" cut in curb inlet on north side of Capote Central Avenue approximately 250 feet west of S. Rincon Drive Centerline with an elevation of 92.42 feet, (NAVD 88).
3. The subject property lies within zone "B" as delineated on the flood insurance rate map for Hidalgo County, Texas (unincorporated areas), Community Panel No. 48034 0500B with an effective date of January 2, 1981. Zone "B" is defined as areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depth of less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.
4. Minimum building setback lines shall be: As per City of Pharr Heavy Industrial ordinance:
Front Setback: 20 feet
Side Setback: 30 feet
Rear Setback: 10 feet.
5. Minimum finish floor elevation: 18" above top of curb at center of lot.
6. No building or structures shall be constructed over any easement.
7. All corner, angle points and points of curvature or tangency delineating the boundary of the land shown herein and all lot corners as being platted have been marked with a 1/2-inch iron rod with a yellow plastic cap stamped "HALFF ASSOC.", unless otherwise stated, or left as found those monuments that represent or reference the boundary.
8. A 5' sidewalk with ADA wheelchair ramps and landings shall be constructed along U.S. 281 (Military Highway) and E. Capote Central Avenue at the time of building permit phase.
9. Landscaping as per City of Pharr ordinance.
10. Storm Water detention is required for this property. The engineer of record for the subdivision plat has estimated that an on-site area of approximately 1.4-acres and an on-site volume of approximately 7.03-acre feet will be required for this use in addition to the regional detention located at the City of Pharr Drainage Channels. This is an estimate only and detailed analysis may reveal different requirements. No building permit shall be issued for this platted property until a storm water detention system design has been approved by the City of Pharr for this commercial development. Detention is provided by the City of Pharr located west of the property as approved by HCDD No. 1 in the Drainage Report Capote International Business Park Regional Detention Dated July 25, 2017. This drainage ditch is maintained by city. Any conveyance swales that could be used for additional detention/retention storage on the property will be maintained by the owner. No Building Permit shall be issued for this platted property until a storm water detention system design has been approved by the City of Pharr for this commercial development.
11. Erosion and Sediment control during construction shall be in accordance with the current Texas Pollution Discharge Elimination System (TPDES).
12. Enforcement of all plat notes and dedications shall be the responsibility of the agency or entity to whom the dedication is granted.
13. Additional fire protection may be required during the Building Permit Phase in order to provide any additional fire protection requirement.
14. Owners to maintain R.O.W. and perimeter of subdivision.
15. Street light shall be 250' max spacing along E. Capote Central Avenue.
16. Owners to maintain detention areas.
17. Additional fire protection may be required during the building permit phase in order to provide any additional fire protection requirements.

METES AND BOUNDS DESCRIPTION

Being a 19.522 acre (850,383 sq. ft.) tract of land situated in City of Pharr, Hidalgo County Texas out of Lot 3 and Lot 4, Block 1, **RE-SUBDIVISION OF CLOSNOR SUBDIVISION**, as per map or plat thereof recorded in Volume 1, Page 56A, of Map Records Hidalgo County, Texas, (M.R.H.C.T.), conveyed to Capote Farms, Inc., as recorded in Volume 1554, Page 184 of the Deed Records of Hidalgo County, Texas (D.R.H.C.T.), said 19.522 acre tract being more particularly described as follows:
BEGINNING at a 5/8-inch iron rod with cap stamped "Rods" found at the common corner of said Lot 4, Block 1 and that certain called 6.267 acre tract conveyed to Jose and Javier Chavarria, as recorded in Document No. 1397138 Official Records of Hidalgo County, Texas (O.R.H.C.T.), same being in the westerly right of way line of S. Veterans Road (120' right of way width), same also being the point of curvature of a curve to the right, for the northeasterly corner of the herein described tract;

THENCE Southwesterly, along said westerly right of way line of S. Veterans Road, along said curve to the right with an arc distance 358.82 feet, having a delta angle of 05°29'49", a radius of 3,740.00 feet, and chord bearing of South 11°26'20" West, a chord distance of 358.88 feet to a 5/8-inch iron rod with cap stamped "Rods" found at the point of curvature of a reverse curve to the left, for an angle corner of the herein described tract;

THENCE Southwesterly, continuing said along westerly right of way line of S. Veterans Road, along said reverse curve to the left with an arc distance 82.40 feet, having a delta angle of 13°13'23", a radius of 3,860.00 feet, and chord bearing of South 13°34'33" West, a chord distance of 82.40 feet, from where a 5/8-inch iron rod found, bears North 50°24'52" East, a distance of 0.26 feet, for an angle corner of the herein described tract;

THENCE, South 55°39'09" West, continuing said along westerly right of way line of S. Veterans Road, a distance of 43.94 feet to the north right of way line of E. Capote Central Avenue (60.00 feet right of way width), from where a 5/8-inch iron rod with cap stamped "Rods" found, bears North 23°11'24" East, a distance of 0.12 feet and from where a 5/8-inch iron rod found, bears North 72°38'07" East, a distance of 0.18 feet, for the most southerly southeast corner of the herein described tract;

THENCE North 81°26'15" West, along said north right of way line of Capote Central Avenue, at a distance of 843.19 feet pass a 1/2-inch iron rod with cap stamped "Half" set at the common line of said Lots 3 and 4, same being the centerline of a platted road (40.00 feet right of way) as per Volume 1, Page 56A M.R.H.C.T., continuing along said north right of way line, for a total distance of 1,764.72 feet to a 1/2-inch iron rod with cap stamped "Half" set in the east line of Lot 398 of the **KELLY-PHARR SUBDIVISION**, as per map or plat thereof recorded in Volume 3, Page 133 D.R.H.C.T., conveyed to Capote Farms, Inc., as recorded in Document No. 1006793 O.R.H.C.T., for the southwest corner of the herein described tract;

THENCE North 08°33'45" East, leaving said north right of way line and along said common line of said Lot 398 and said Lot 3, at a distance of 145.77 feet pass a 1/2-inch iron rod found for the common corner of said Lot 398 and Lot 397 of said **KELLY-PHARR SUBDIVISION**, continuing along the common line of said Lot 397 and said Lot 3, for a total distance of 468.91 feet to a 5/8-inch iron rod with cap stamped "Half" set at the common corner of said Lot 3 and Lot 6 of said **RE-SUBDIVISION OF CLOSNOR SUBDIVISION**, same being the southwest corner of that certain called 15.75 acre tract conveyed to Gold Star Warehousing, LTD, as recorded in Document No. 676330 O.R.H.C.T., from where a 5/8-inch iron rod found, bears North 33°31'40" East, a distance of 3.09 feet, for the northwest corner of the herein described tract;

THENCE, South 81°28'44" East, along the common line of said Lot 3 and Lot 6, at a distance of 921.26 feet pass a 1/2-inch iron rod with cap stamped "Half" set at the common corner of said Lots 3, 4, 5 and 6, from where a 5/8-inch iron rod found, bears South 56°34'44" East, a distance of 0.88 feet, continuing along the common line of said Lot 4 and 5, for a total distance of 1822.10 feet to the **POINT OF BEGINNING** and containing an area of 19.522 acre (850,383 sq. ft.) tract of land, more or less.

CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	3740.00'	358.82'	05°29'49"	S11°26'20"W	358.68'
C2	3860.00'	82.40'	01°13'23"	S13°34'33"W	82.40'

STATE OF TEXAS
COUNTY OF HIDALGO:
Approved and authorized for record by the Planning and Zoning Commission, City of Pharr, Texas, this the ____ day of ____, 20____, by the Planning and Zoning Commission of the City of Pharr, Texas.

Danny Wylie, Chairman, Planning and Zoning Commission

STATE OF TEXAS
COUNTY OF HIDALGO

I, Juan M. Castillo, a Registered Professional Land Surveyor in the State of Texas, do hereby certify that this plat was prepared from an actual survey of the property made under my supervision on the ground.

Juan M. Castillo
Registered Professional Land Surveyor
State of Texas No. 6146

STATE OF TEXAS
COUNTY OF HIDALGO

I, Roxie Lee De La Cruz, a Licensed Professional Engineer in the State of Texas, do hereby certify that proper engineering consideration has been given to this plat.

Roxie Lee De La Cruz
Licensed Professional Engineer
P.E. Registration No. 137892

PRINCIPAL CONTACTS
OWNER: CAPOTE FARMS, LTD
ENGINEER: HALFF ASSOCIATES, INC.
SURVEYOR: HALFF ASSOCIATES, INC.

2011 W. DOFFING CANAL RD.
5000 W. MILITARY STE. 100
5000 W. MILITARY STE. 100

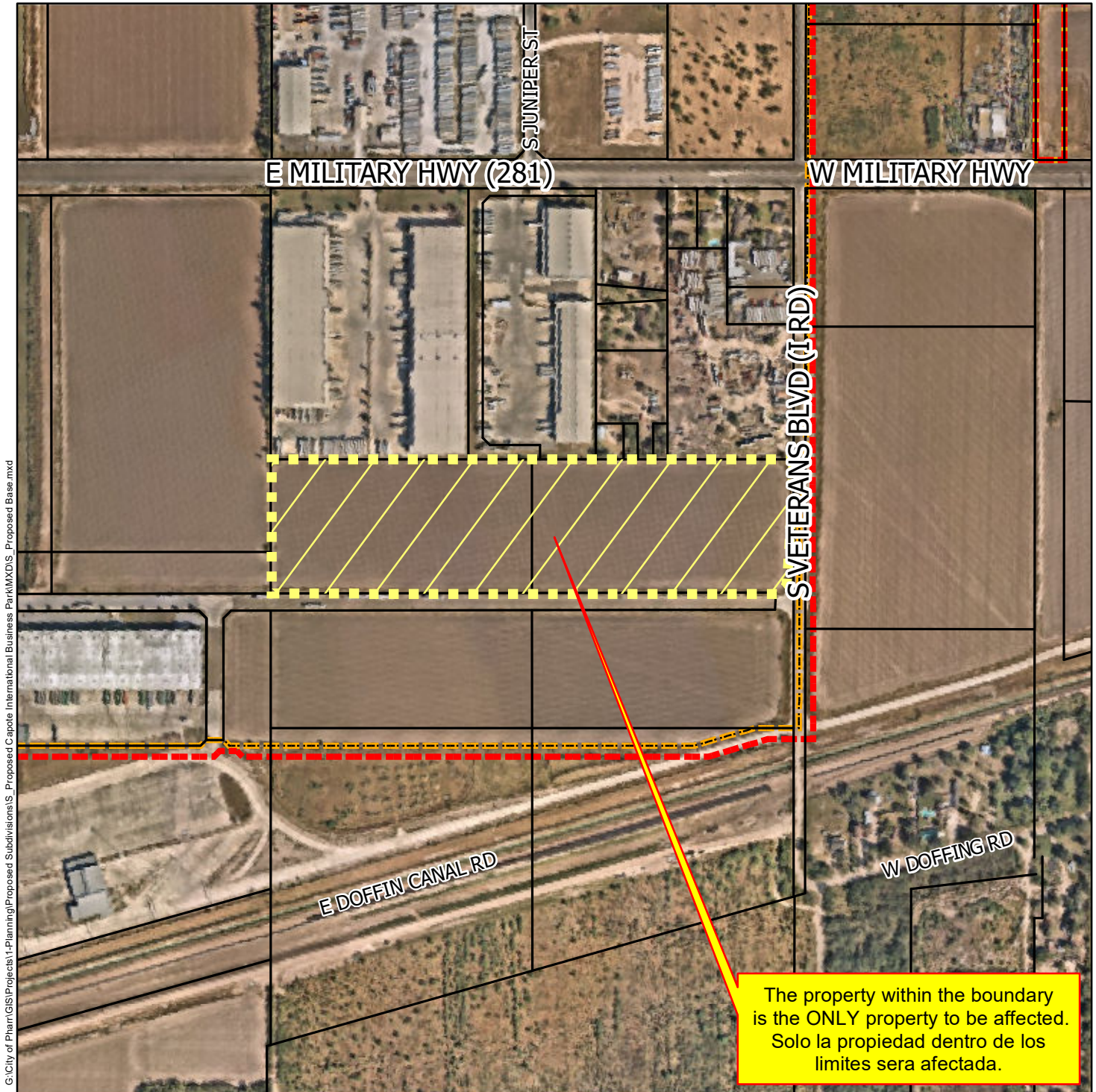
PHARR, TX 78577
MCALLEN, TX 78503
MCALLEN, TX 78503

(210) 273 2793
(956) 664-0286
(956) 664-0286



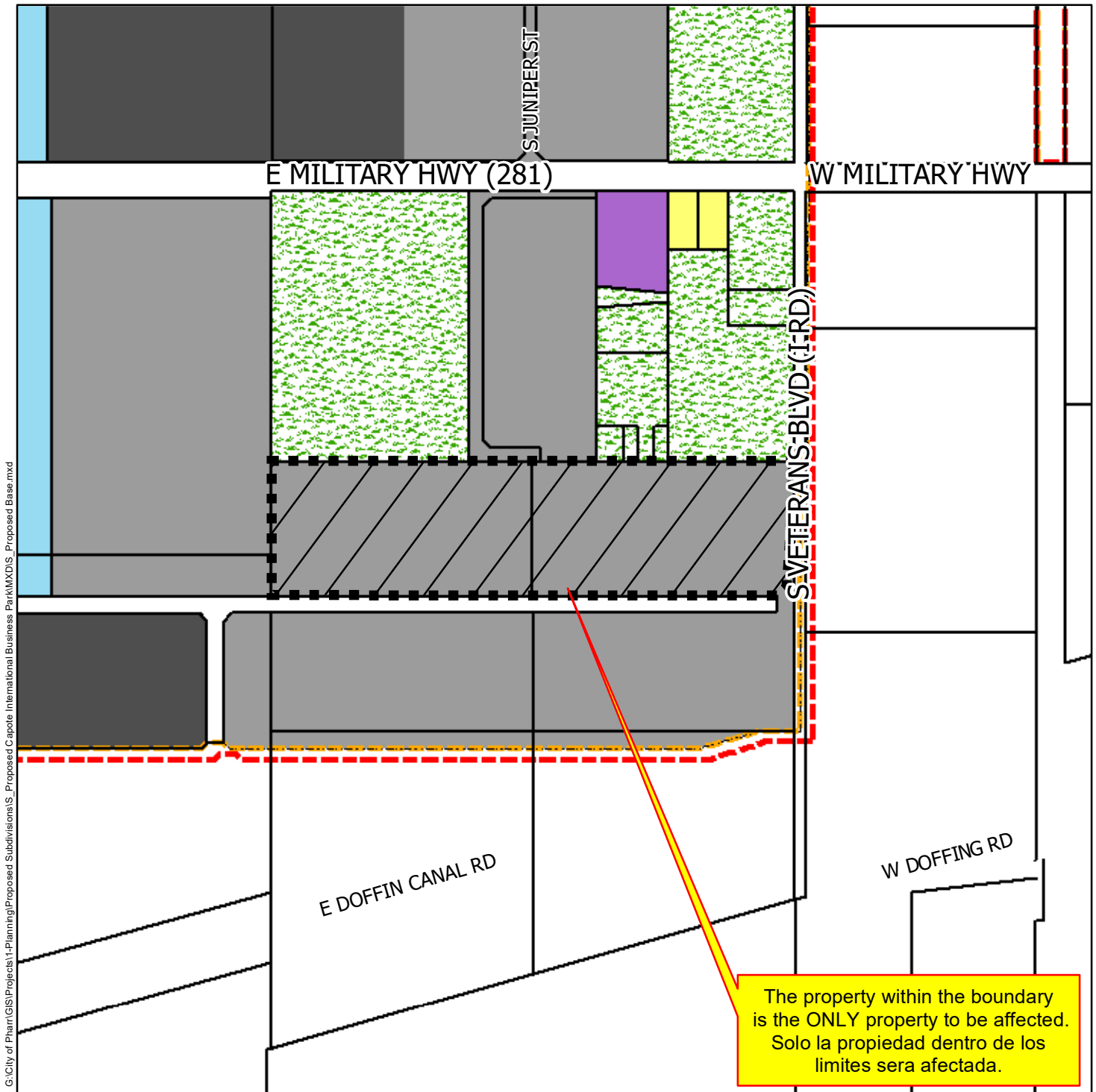
FILE FOR RECORD IN
HIDALGO COUNTY
ARTURO GUJARDO, JR.
HIDALGO COUNTY CLERK

ON: _____ AT _____ AM/PM
INSTRUMENT NUMBER _____
OF THE MAP RECORDS OF HIDALGO COUNTY, TEXAS
BY: _____ DEPUTY



- | | | | |
|---------------------------------------|-------------------|-------------------------|--------------------------|
| Agricultural Open Space | Townhouse | Drainage Easement | PSJA ISD |
| Single Family | HUD Code | Heavy Commercial | Hidalgo ISD |
| Single Family Small Lot | Rail Road R.O.W | Heavy Industrial | Valley View ISD |
| Residential Multi-Family | Government Owned | Limited Industrial | Planned Unit Development |
| Residential Multi-Family High Density | General Business | Neighborhood Commercial | |
| Mobile Home | Business District | Office Professional | |







AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 6.A.

DATE SUBMITTED: April 14, 2023

MEETING DATE: May 1, 2023

FROM: Maria Rangel, Engineer in Training

DEPARTMENT: Engineering

DIRECTOR: Ruben Alfaro

Agenda Item: Consideration and action, if any, on Resolution accepting and adopting the 2023 City of Pharr Pedestrian Safety and Wellness Master Plan. **This item supports QL - Quality of Life.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: On August 02, 2021, the City entered into an agreement with Half Associates, Inc. to prepare the Pedestrian Safety & Wellness Master Plan (Plan). The Plan was recently completed and submitted to the City for review and approval for adoption.

The Plan identifies and prioritizes programs and projects to construct over the next 10-years to increase pedestrian safety and wellness in the City of Pharr. In all, the projects identified will create a linked, multimodal network of accessible pedestrian and bicycle facilities that will enhance the travel experience of current users while encouraging more citizens to visit local destinations by bike or foot. In addition, the Plan also integrates regional efforts for active transportation planning.

As part of the plan development process, the public and stakeholders were engaged on multiple occasions to give their feedback on the needs and preferences of the community. This valuable feedback was used to inform the ideas presented in the Plan.

Staff reviewed the Plan and concurred with the findings for use in long-range, high-level planning of pedestrian and cyclist infrastructure.

Fiscal Consideration: None at this time.

Staff Recommendation: Staff recommends approval of the 2023 City of Pharr Pedestrian Safety & Wellness Plan prepared by Half Associates, Inc.

Alternatives: The City Commission may choose not to adopt the Master Plan for guiding the short-and long-term priorities for inclusive, non-motorized mobility.

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Maria Rangel
Ruben Alfaro
Patricia Rigney
City Management Office

Created/Initiated - 4/14/2023
Approved - 4/14/2023
Approved - 4/18/2023
Final Approval - 4/28/2023

RESOLUTION NO. R-2023-__

A RESOLUTION ADOPTING THE PEDESTRIAN SAFETY AND WELLNESS MASTER PLAN FOR THE PURPOSE OF PURSUING A COMPREHENSIVE, LINKED, MULTI-MODAL NETWORK OF ACCESSIBLE PEDESTRIAN AND BICYCLE FACILITIES TO SUPPORT ACTIVE TRANSPORTATION USER IN THE CITY OF PHARR

WHEREAS, the Pedestrian Safety and Wellness Master Plan (Plan) is a 10-year blueprint with prioritized recommendations for implementation and funding of projects and programs to increase pedestrian safety and wellness in the City of Pharr (City); and

WHEREAS, the Plan was developed over a 12-month timeframe and involved City and County staff, area public agencies and non-profit organizations, and community residents; and

WHEREAS, the Plan is aligned with the City's Vision, Core Values, and Strategic Goals to expand, enhance, and sustain the City's infrastructure; enhance the City's quality of life through recreation, culture, and education; and nurture and promote a healthy, sustainable community; and

WHEREAS, the Plan will serve as a guide and provide an additional tool for the planning and prioritization of future active transportation related programs and projects.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF PHARR, TEXAS, THAT:

That the City of Pharr Pedestrian Safety and Wellness Master Plan is officially adopted for the purpose of pursuing a comprehensive, linked, multi-modal network of accessible pedestrian and bicycle facilities to support active transportation in the City of Pharr.

PASSED AND APPROVED this 17th day of April 2023, by the Board of Commissioners of the City of Pharr, Texas.

CITY OF PHARR

Ambrosio Hernandez, Mayor

ATTEST:

Hilda Pedraza, City Clerk



PHARR PEDESTRIAN SAFETY AND WELLNESS PLAN



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ACKNOWLEDGMENTS

PREPARED FOR:



The City of Pharr, Texas

PREPARED BY:



Halff Associates, Inc.



Toole Design Group

STEERING COMMITTEE:

City of Pharr

Texas Department of Transportation

Rio Grande Valley Metropolitan Planning Organization

FOCUS GROUP ORGANIZATIONS:

Texas A&M AgriLife Extension — Hidalgo County

Pharr-San Juan-Alamo Independent School District

Hidalgo County Drainage District #1

Hidalgo County Precinct 2

Pharr Chamber of Commerce

Lower Rio Grande Valley Development Corporation

Precinct 2 Hike & Bike Trail
Source: Halff Associates



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1

THE NEED FOR BICYCLE AND PEDESTRIAN SAFETY AND ITS IMPACT ON WELLNESS



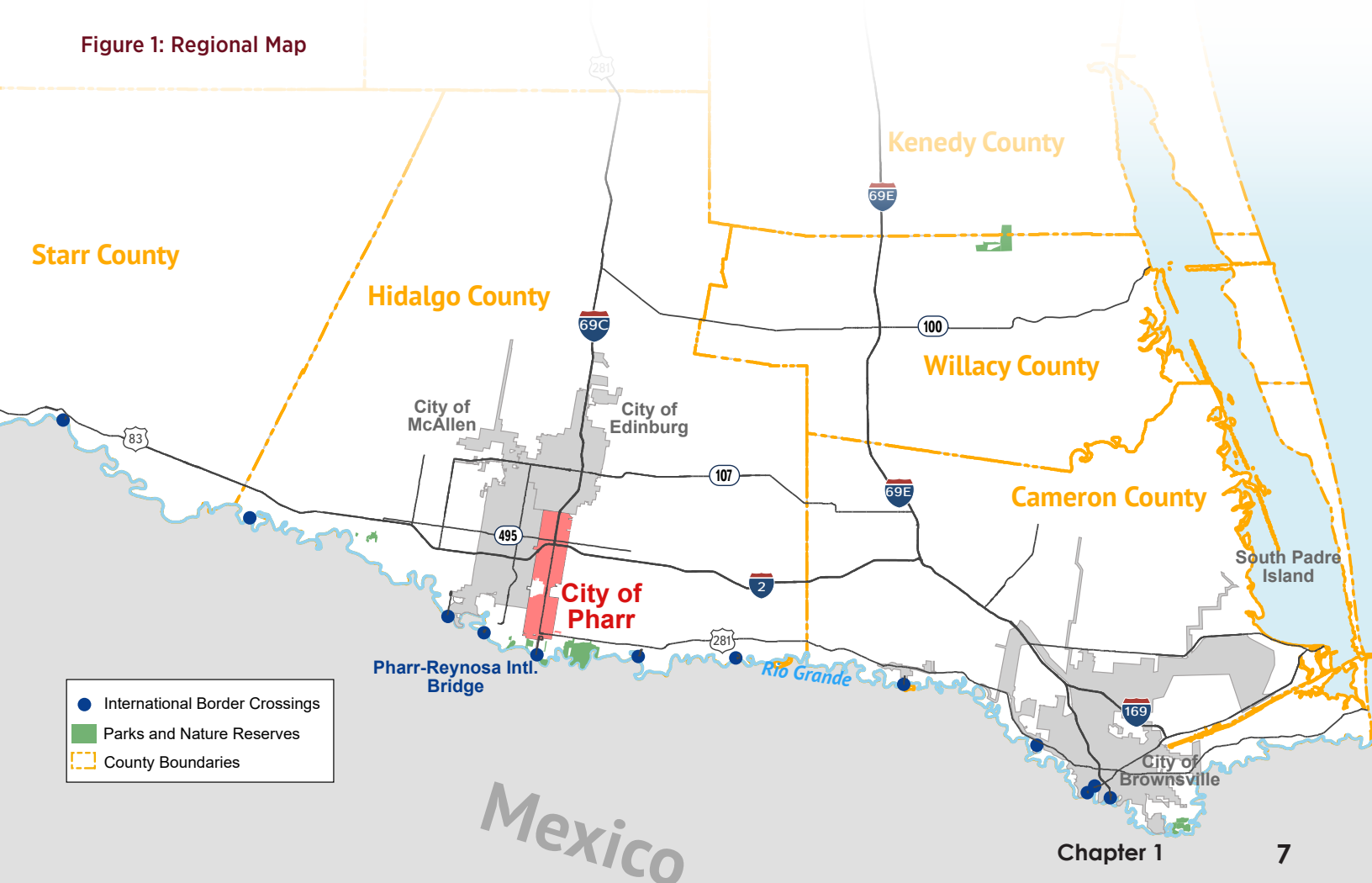
PROJECT BACKGROUND AND PURPOSE

The Pharr Comprehensive Pedestrian Safety and Wellness Plan (the Plan) is a 10-year blueprint with prioritized recommendations for implementation and funding of projects and programs to increase pedestrian safety and wellness in the City of Pharr. The Plan will serve as a roadmap to guide the short- and long-term priorities for inclusive, non-motorized mobility including but not limited to walking, cycling, and wheelchair uses. As part of the planning process, an assessment of existing conditions and future needs will be conducted for identifying linkages to connect residents to key destinations and create a comprehensive pedestrian and bicycle network to support active transportation uses. By creating a linked, multi-modal network of accessible pedestrian and bicycle facilities, Pharr will enhance travel experience of current users while encouraging more citizens to visit local destinations by bike or foot. In addition to addressing specific pedestrian and bicycle safety needs in the City, the Plan is intended to integrate regional efforts for active transportation planning.

The City of Pharr is located in the southern portion of Hidalgo County, between the cities of McAllen and San Juan, and connected via the International Bridge to the Mexican City of Reynosa, Tamaulipas. As part of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), Pharr is a key point of entry for trade in both international and domestic markets located in close proximity to the Port of Brownsville.

Since 2010, the population in the City of Pharr has increased by more than 13 percent, which is higher than surrounding cities and Hidalgo County. This increase in population has put a strain on the local roadway infrastructure with increased vehicular traffic and economic activity. Although a majority of City residents commute to work by single occupancy vehicles (80 percent), Pharr has an opportunity to promote and utilize alternative modes of transportation including cycling and walking to improve the health outcomes and quality of life for its residents.

Figure 1: Regional Map



WHY PLAN NOW?

The City of Pharr currently has a limited network of bicycle infrastructure, and many segments of sidewalks are incomplete or do not meet current design standards, making it difficult for users to safely utilize non-motorized transportation. As the population of Pharr continues to grow, additional transportation facilities will be required to accommodate residents. The addition of well-designed and continuous pedestrian and bicycle facilities creates the opportunity to connect residents in Pharr to area destinations without the use of a vehicle as well as connect to existing facilities in surrounding cities.

In January 2022, the U.S. Department of Transportation (U.S. DOT) completed the National Roadway Safety Strategy (NRSS) which identified five elements to address roadway safety:¹

- » **Safer People:** Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- » **Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- » **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- » **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- » **Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

This safe system approach along with programs associated with the Bipartisan Infrastructure Investment and Jobs Act (IIJA) will increase safety, accessibility, and convenience for bicyclists and pedestrians. The IIJA includes several programs that address multimodal transportation, including pedestrian and bicycle transportation:

- » **Safe Streets and Roads for All (SS4A)** is a new grant program that provide funding for eligible projects to, “support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as ‘Vision Zero,’ or ‘Toward Zero Deaths’ initiatives.”
- » **Reconnecting Communities Pilot Program** is a new grant program that aims to, “restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.”



Cyclist riding along West Kelly Avenue
Source: Half Associates



Electric scooter rider along busy Cage Boulevard
Source: Half Associates

1: U.S. Department of Transportation, National Roadway Safety Strategy. 2022

PLAN DEVELOPMENT

The Plan is organized into four chapters that are reflective of the planning process:

1. Introduction and Planning Context: provides an introduction to the plan and information regarding the importance of pedestrian and bicycle infrastructure and its impact on health and wellness of community residents.
2. Community Assessment: provides an overview of the demographics of the planning area and existing roadway network and active transportation facilities which provides the basis for the needs assessment.
3. Strategies and Recommendations: conducted analysis of the places and spaces which generate walking and cycling trips and the corridors that support these modes of transportation. Recommended system-wide enhancements as well as site specific conceptual designs.
4. Implementation Program: outlines prioritized action plan and projects with identified funding sources and metrics to track progress.

The Plan was developed over a 12-month timeframe and involved City and County staff, area public agencies and non-profit organizations, and community residents.



PUBLIC ENGAGEMENT (MARCH 2022 - FEBRUARY 2023)

Host stakeholder and community meetings and workshops, online community survey, adoption hearings.

PUBLIC ENGAGEMENT

To ensure that the Plan's strategies and recommendations align with the needs of the community, a series of public engagement events were held throughout the course of the planning process to allow residents the opportunity to share their experiences and concerns for pedestrian safety in the City. Additionally, an online survey was distributed to extend engagement efforts throughout the community. Public engagement materials, including flyers, informational engagement boards, and online surveys were provided in both Spanish and English to provide all members of the community an opportunity to participate in the planning process.

The following public engagement methods were utilized during the planning process:

- » **Steering Committee Meetings**
- » **Online Community Survey**
- » **Public Meetings**
- » **Stakeholder Focus Group Discussions**
- » **Joint Workshops**

Further information regarding public engagement and community survey results can be found in **Appendix A: Public Engagement**.



PLANNING APPROACH

The City of Pharr is a growing and diverse community located in the Rio Grande Valley along the U.S.-Mexico border that serves as a key point of entry for trade. Pharr's central location and proximity to city amenities, cultural attractions, and economic activity provides an opportunity to improve local and regional connectivity through a strong network of trails, sidewalks, and bikeways within the City. There are two major highways that service the City of Pharr, Interstate 2, which leads east and west to other cities and communities in the RGVMPPO area; and US Highway 281/Interstate 69 which provides north-south connectivity to other areas of the state including the cities of Victoria, San Antonio, Houston, and Nacogdoches.

For the purposes of this plan, the planning area is defined as the City of Pharr and its extra-territorial jurisdiction (ETJ). As represented in Map 1, *Planning Area* on the facing page, this area encompasses a total of 17,280 acres or 27 square miles.

This Plan is aligned with the City of Pharr's Vision, Core Values, and Strategic Goals to expand, enhance, and sustain Pharr's infrastructure; enhance Pharr's quality of life through recreation, culture, and education; and nurture and promote a healthy, sustainable community. The Plan also strives to promote the RGVMPPO's mission to promote walking and cycling across the community through education and outreach efforts involving city officials, residents, and commercial entities. Additionally, the Plan aligns with the goals of the RGVMPPO by recommending strategies to increase the health, safety, and well-being of residents and benefit the local economy by increasing bicycle and pedestrian tourism.



Previous plans have been produced by the City and other regional entities that address bicycle and pedestrian infrastructure and provide guidance and insight for this plan:

- » 2015 Comprehensive Plan Update: Pharr Into the Future
- » Rio Grande Valley MPO 2019 Bike Plan
- » Rio Grande Valley MPO 2020 Metropolitan Transportation Plan
- » Rio Grande Valley MPO 2020 Active Transportation Plan
- » City of Edinburg 2017 Bicycle and Pedestrian Master Plan
- » Hidalgo County Bike Map
- » Rio Grande Valley MPO 2020 Transit Development Plan
- » Texas-Mexico Border Master Transportation Plan

2015 COMPREHENSIVE PLAN UPDATE – TRANSPORTATION

GOAL - The transportation network of the City of Pharr shall provide access to neighborhoods and businesses while serving mobility needs of international, interstate, and intrastate trade.

Objective A: Support and improve alternative transportation modes within the City, including pedestrians and bicycles.

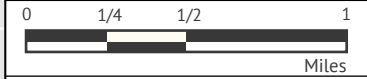
Objective B: Provide an efficient, safe, and connective transportation system that is coordinated with existing needs and with plans for future growth.

MAP 1, PLANNING AREA

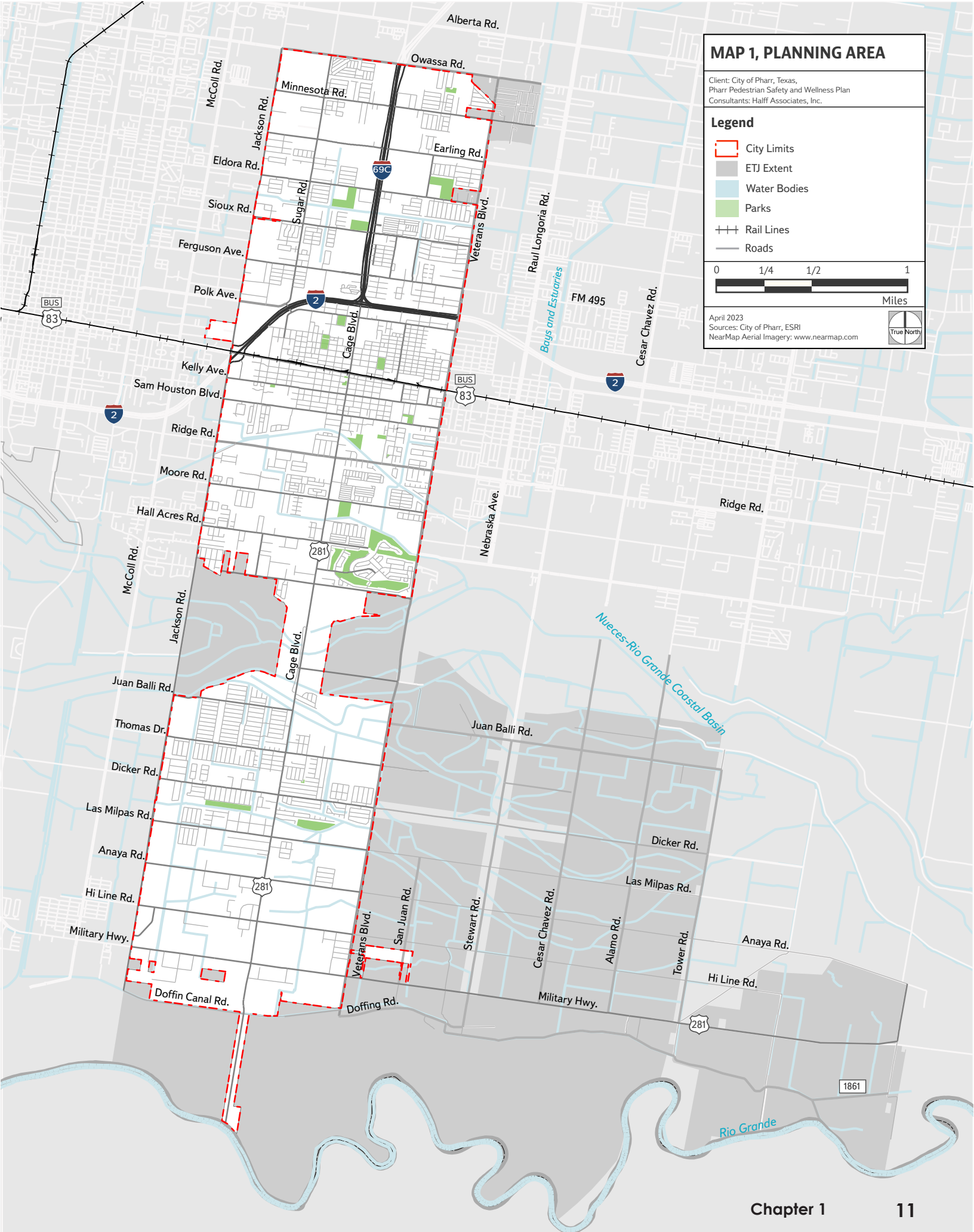
Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads



April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



BENEFITS OF WALKING AND CYCLING IMPROVEMENTS

Walking and cycling infrastructure is frequently overlooked as many local, state, and federal governments prioritize funds for auto-centric infrastructure. In recent years, however, more people have expressed a desire to live in areas where they can commute to work, socialize, and visit community destinations without having to drive. Improvements to pedestrian and bicycle infrastructure, such as protected bike lanes, Americans with Disabilities Act (ADA) compliant sidewalks, signal timing, and high-visibility crosswalks create safer environments for non-motorized transportation and encourage more people to walk or bike in their community. Providing safe pedestrian facilities can encourage people to make walking part of their daily routine.

By investing in bicycle and pedestrian infrastructure improvements, cities can not only improve health and quality of life outcomes for its citizens, local and state economies can also be positively impacted by active transportation. According to the League of American Bicyclists, regions that have invested in bicycle infrastructure have experienced an increase in local employment levels and economic activity through the bicycle industry and bicycle tourism.²

HEALTH

According to the U.S. Department of Health and Human Services, *Physical Activity Guidelines for Americans*, physical activity benefits include:

- » Improved bone health and weight status for children ages 3 through 5 years
- » Improved cognitive function for youth ages 6 to 13 years.
- » Reduced risk of cancer at a greater number of sites.
- » Brain health benefits, including possible improved cognitive function, reduced anxiety and depression risk, and improved sleep and quality of life.
- » For pregnant women, reduced risk of excessive weight gain, gestational diabetes, and postpartum depression.
- » For older adults, reduced risk of fall-related injuries.
- » For people with various chronic medical conditions, reduced risk of all-cause and disease-specific mortality, improved physical function, and improved quality of life.

SAFETY

In addition to providing benefits to community health, improvements to pedestrian and bicycle infrastructure create safer environments for both motorized and non-motorized travel. Safety benefits resulting from these improvements include:

- » Reducing and deterring criminal activity by increasing pedestrian activity and putting more “eyes on the street.”
- » Closing gaps in the network to ensure pedestrians and cyclists are separated from vehicular traffic reduces the amount of pedestrian- or cyclist-involved crashes and fatalities.
- » According to the National Highway Traffic Safety Administration (NHTSA), pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of those occur at non-intersection locations.³ Installing medians or pedestrian refuge islands can help improve safety along wider roadways by allowing pedestrians to cross one direction of traffic at a time.

ECONOMY

According to *Active Transportation Transforms America*, a 2019 report by the Rails-to-Trails Conservancy, improvements to active transportation benefits urban, suburban, and rural economies by:⁴

- » Bolstering retail sales, attracting new businesses, and creating healthy, livable communities with vibrant walking- and cycling-centric destinations.
- » Promoting local businesses through recreational and outdoor tourism. The 36-mile Razorback Regional Greenway in northwestern Arkansas has an estimated impact of \$137 million annually through local spending, tourism, and health-related benefits.
- » Promoting alternatives to vehicular transportation and increasing health cost savings from increased physical activity.

3: U.S. Department of Transportation. “Safe Transportation for Every Pedestrian (STEP)” <https://highways.dot.gov/safety/pedestrian-bicyclist/step>

4: Bhattacharya, Torsha et al. “Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity”, 2019. Rails-to-Trails Conservancy

2: Flusche, Darren. “Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure”, 2012. League of American Bicyclists

WHAT IS WELLNESS?

Wellness is a broad concept; yet, everyone has a sense of what it entails and means to them. Wellness means being healthy in many dimensions of life. The balance and interconnectedness of each dimension has an effect on our overall wellbeing and our culture, environment, and life experiences play a significant factor.

According to the U.S. Department of Health and Human Services, there are eight dimensions of wellness:⁵

» **Emotional:** ability to express feelings and cope effectively with stress and challenges of life and create satisfying relationships with others.

» **Occupational:** personal satisfaction and enrichment derived from one's work including attitudes, values, and beliefs shown in the workplace.

» **Financial:** satisfaction with current and future financial situations; understanding financial processes and having access to resources to support financial stability.

» **Physical:** recognizing the need for physical activity, strategies to prevent injuries, healthy habits for nutrition and adequate diet, proper sleep, and access to health care.

» **Social:** positive relationships with others and developing a sense of connection, belonging, and a well-developed support system.

» **Intellectual:** recognizing unique talents and creative abilities; finding ways to use and expand one's knowledge and skillset.

» **Spiritual:** unique for everyone; includes personal beliefs and values and expanding one's sense of purpose and meaning in life.

» **Environmental:** related to one's surroundings including healthy, pleasant and stimulating environments such as workplaces, homes, and communities.

For the purposes of this Plan, wellness will be analyzed through the lens of how pedestrian and bicycle infrastructure can support overall wellbeing which includes each dimension of wellness described above. In addition to providing opportunities for recreation and traveling to work or errands by means other than driving, active transportation facilities and public transit have been shown to support health and wellbeing by providing access to health services, such as medical facilities and appointments, and to health-supporting institutions, such as grocery stores and community centers. Access positively impacts all facets of health, including physical and mental, by reducing isolation and aiding patients in receiving consistent care. Moving in public spaces also promotes community and can develop a network of care for those at risk.

5: U.S. Department of Health and Human Services. "Cultivating Wellness: 8 Dimensions of Staff Wellbeing" <https://eclkc.ohs.acf.hhs.gov/publication/cultivating-wellness-8-dimensions-staff-well-being>

PLAN GOALS AND OBJECTIVES

The goal of this Plan is to **guide the development of an on-street and off-street network of bike lanes, shared-use paths, and trails that will connect users to key destinations within the City and provide connections to other adjacent communities and destinations.** The Plan will also identify programs and recreational opportunities that can be implemented to support a healthier lifestyle and promote better overall wellbeing. Through community and stakeholder feedback, the following objectives were developed to help achieve this goal.



OBJECTIVE 1

Construct a network of on-street bicycle facilities that is safe for people of all ages and abilities.



OBJECTIVE 2

Construct a network of off-street trails and shared-use paths that provides local and regional connectivity.



OBJECTIVE 3

Improve walkability and accessibility from residential neighborhoods to local destinations, including transit facilities.



OBJECTIVE 4

Encourage active living through health and wellness initiatives.



City of Pharr water tower
Source: Halff Associates

2

COMMUNITY ASSESSMENT OVERVIEW



COMMUNITY CONTEXT

The City of Pharr was founded in 1909 as explosive growth occurred in the Rio Grande Valley with access to agricultural, irrigation, and industrial opportunities. The City was incorporated in 1916 and has served as the center for international trade commerce since. Known as the “Hub City of the Valley,” the City of Pharr is the only city in Texas to be designated a Preserve American City, National Main Street City, and All-America City. The City is home to many cultural and historically significant areas and has continued to increase in population through annexation of colonias, movement of retirees to the area, and growth of the Rio Grande Valley. Understanding the demographic characteristics of a community’s population is an essential component of any public planning process. Like many communities in the Valley, Pharr is predominately Hispanic or Latino with a high concentration of school-age children and multi-generational households. Further information regarding Pharr’s demographic profile can be found on pages 18 and 19.

Evaluating local community context requires a general understanding of both the physical and social environments of a particular study area. This assessment provides a general framework for developing the Plan’s recommendations and implementation program. This chapter provides a general overview of the community characteristics in Pharr as well as health and socioeconomic conditions and the relation to adjacent cities and the region. This is not meant to be an exhaustive list but more so an opportunity to identify key metrics that will be utilized as performance benchmarks for the City to track and monitor during the Plan’s implementation.

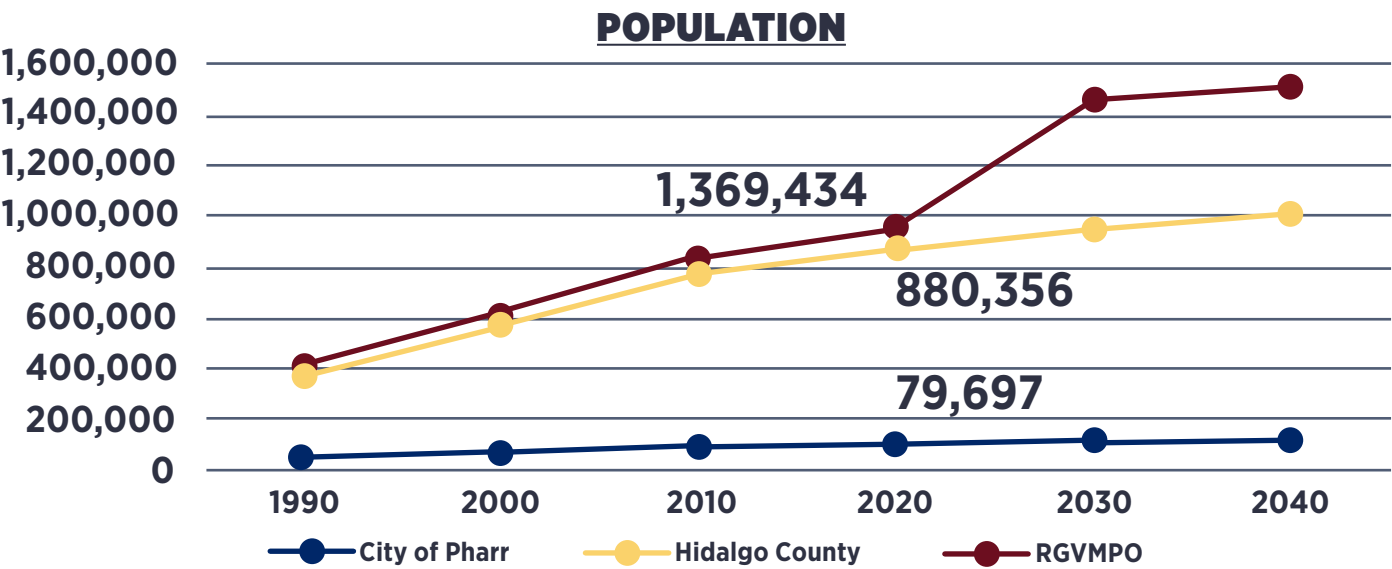
This chapter also identifies existing roadway network conditions, presence of bicycle and pedestrian infrastructure and local and regional destinations and activity nodes, as well as barriers to connectivity which may influence travel patterns and future implementation. Additionally, this chapter looks at the current regulatory and policy environment influencing bicycle and pedestrian facility development and implementation.

TEXAS COLONIAS

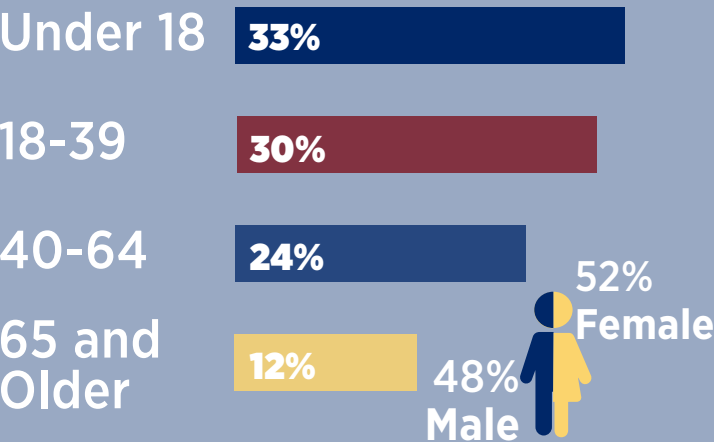
The Texas Office of the Secretary of State defines a “colonia” as a residential area along the Texas-Mexico border they may lack basic living necessities, such as potable water, sewer systems, paved roads, or safe housing. An estimated 500,000 people live in approximately 1,800 colonias in Texas, including Hidalgo County. Colonias vary in size, density, infrastructure development, and quality of housing structures. Many Texas colonias started as migrant farmworker settlements and landowners began subdividing and selling their land in response to the lack of affordable housing. There are 21 colonias located in the City of Pharr that would critically benefit from improvements to pedestrian and bicycle infrastructure.



DEMOGRAPHIC PROFILE



POPULATION BY AGE & SEX



AVERAGE HOUSEHOLD SIZE

City of Pharr: **3.47**

Hidalgo County: **3.49**

RGVMPO: **3.56**



MEDIAN HOUSEHOLD INCOME

\$42,673



INCOME IN THE PAST 12 MONTHS AT OR BELOW POVERTY LEVEL

City of Pharr: **28.3%**

Hidalgo County: **28%**

RGVMPO: **31%**



HOUSING TENURE

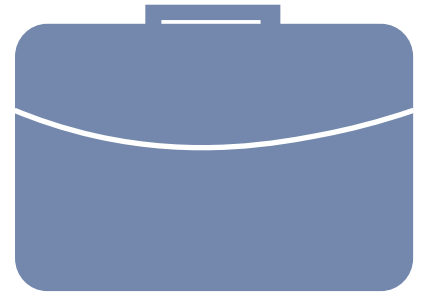
59.6% Owner-Occupied



40.4% Renter-Occupied

EMPLOYMENT STATUS

58.5% of the population over the age of 16 in Pharr is employed



MEANS OF TRANSPORTATION & COMMUTE TIME

Drove Alone **80%**

Carpooled **7.50%**

Public Transportation **0.13%**

Walked **1.60%**

Other **10.77%**

The average commute for workers in Pharr is approximately

21 minutes



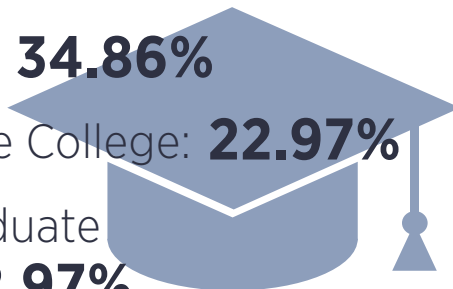
EDUCATIONAL ATTAINMENT FOR POPULATION 25 YEARS AND OLDER

Less than High School: **20.51%**

High School: **34.86%**

GED or Some College: **22.97%**

College/Graduate Degree: **22.97%**



HOUSEHOLD VEHICLES

% of Households with no vehicle: **7.55%**

% of Households with 1 vehicle: **36.42%**

% of Households with 2 or more vehicles: **56.03%**

HEALTH PROFILE

The conditions in the places where people live, learn, work, and play affect a wide range of health and quality of life risks and outcomes. According to the Centers for Disease Control (CDC) *Healthy People 2030* report, “social determinants of health include healthcare access and quality, education access and quality, social and community context, economic stability, and neighborhood and built environment.” Investing in resources that enhance these quality of life measures can have a significant positive influence on health outcomes for the City of Pharr residents. The CDC Population Level Analysis and Community Estimates (PLACES) data model provides information for over 30 health metrics at a local level including health outcomes, prevention practices, health risk behaviors, and self-assessed health status. This data allows state and local health officials, policy makers, nonprofits, and decision makers to better understand the health status of residents and focus their efforts to improve health. Data presented below represent key health metrics for residents in the City of Pharr and the opportunities for pedestrian and bicycle infrastructure to improve these health metrics.

PHYSICAL HEALTH



28.3%

of adults aged 18 years or older indicated poor physical health for more than 14 days.

MENTAL HEALTH



17%

of adults aged 18 years or older indicated poor mental health for more than 14 days.

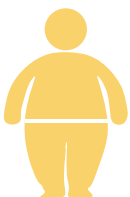
HIGH BLOOD PRESSURE



33.7%

of adults aged 18 years or older have high blood pressure.

OBESITY



47.7%

of adults aged 18 years or older are obese.

HEALTH INSURANCE



50%

of adults aged 18-64 lack health insurance.

DEPRESSION



18.9%

of adults aged 18 years or older suffer from depression.

PHYSICAL ACTIVITY



37%

of adults aged 18 years or older do not have leisure-time physical activity.

DIABETES

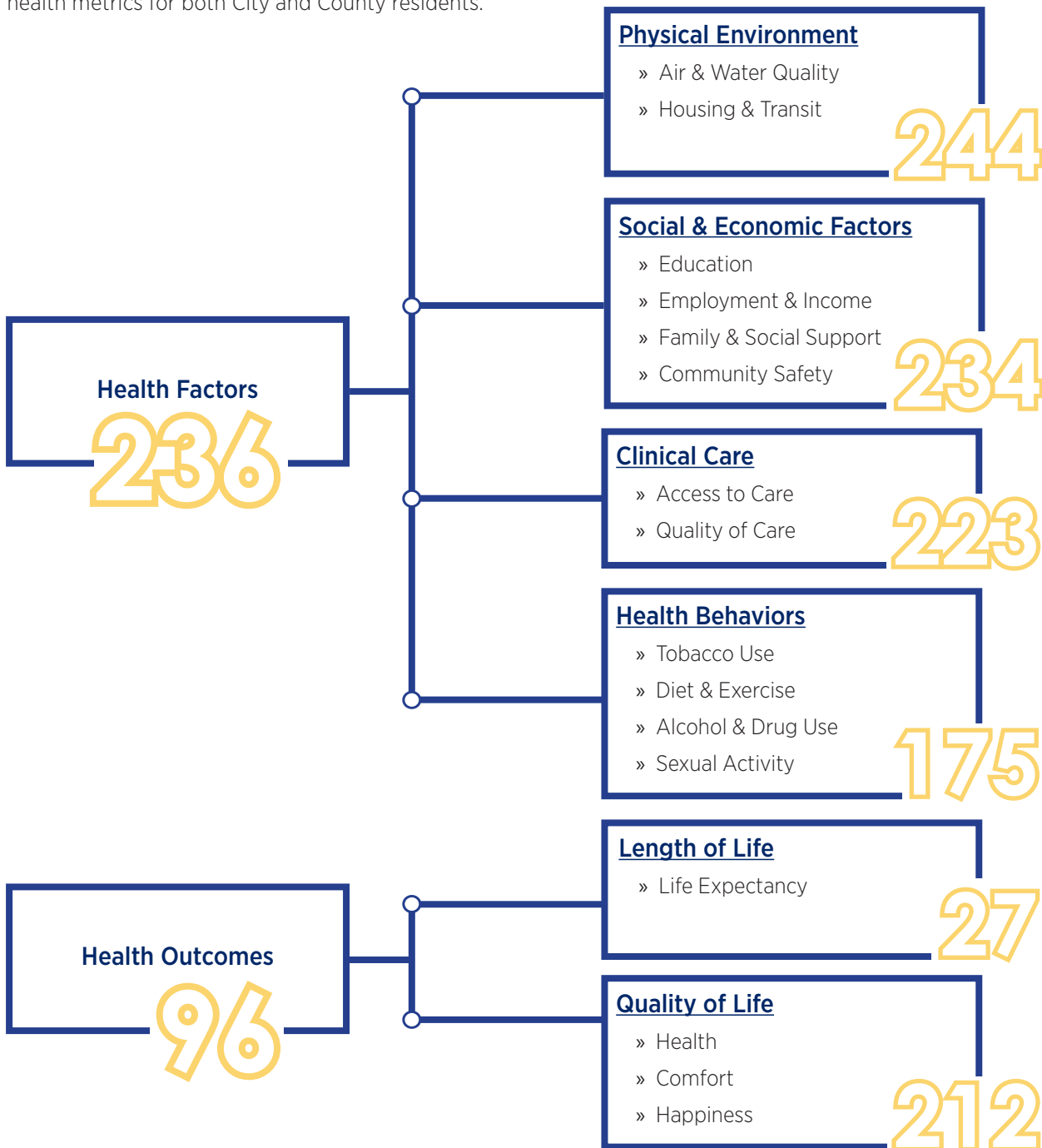


16.8%

of adults aged 18 years or older are diabetic.

COMMUNITY HEALTH RANKINGS

The Community Health Rankings issued by the Robert Wood Johnson Foundation indicate the levels of overall health in a community. These annual rankings are an examination of community-wide healthcare outcomes which include length and quality of life and health factors which include health behaviors, clinical care, social and economic factors, and physical environment. Each county that is analyzed is assigned a score between 1 and 244, with 1 having the most positive health outcomes and 244 having the most negative health outcomes. The County Health Rankings Model shows that policies and programs at the local, state, and federal levels play an important role in shaping health factors that, in turn, influence a community's health outcomes. Similar to the previous page, health metrics at the City level and County level helped develop a framework for the importance of pedestrian and bicycle infrastructure throughout the City. Pedestrian and bicycle infrastructure that is accessible to people of all ages and abilities and provides access to key destinations will help improve health metrics for both City and County residents.



SCHOOL AND PARK LOCATIONS

Parks and recreation facilities are an essential part of a healthy, sustainable community environment and its social fabric. They provide the necessary ingredients for social interaction and serve as the backdrop for important family gatherings and community events. Much like streets and sidewalks, parks and open spaces are integral components of municipal infrastructure. Open spaces provide many environmental and social co-benefits for residents, such as stormwater filtration, reducing ambient temperatures and reducing levels of stress. Pharr has 19 public parks, open spaces, and special use areas that provide residents with over 260 acres of parkland.

The City of Pharr falls within three school districts: Hidalgo Independent School District (ISD), Pharr-San Juan-Alamo (PSJA) ISD, and Valley View ISD. There are approximately 39 public and private K-12 institutions in Pharr. According to the U.S. Census Bureau, there are approximately 27,000 school-age children under 18 years of age (or 33 percent of the total population).

Today more than ever, there is a need to provide options that allow all children, including those with disabilities, to walk and bicycle to school safely. Many communities struggle with traffic congestion around schools and motor vehicle emissions polluting the environment. At the same time, children in general engage in less physical activity, which contributes to the prevalence of childhood obesity.⁶

While these problems may seem to be separate issues, direct pedestrian access to schools promotes physical activity for children, parents, and guardians in Pharr while simultaneously reducing traffic congestion and improving air quality.



Students walking home from LBJ Middle School
Source: Toole Design Group

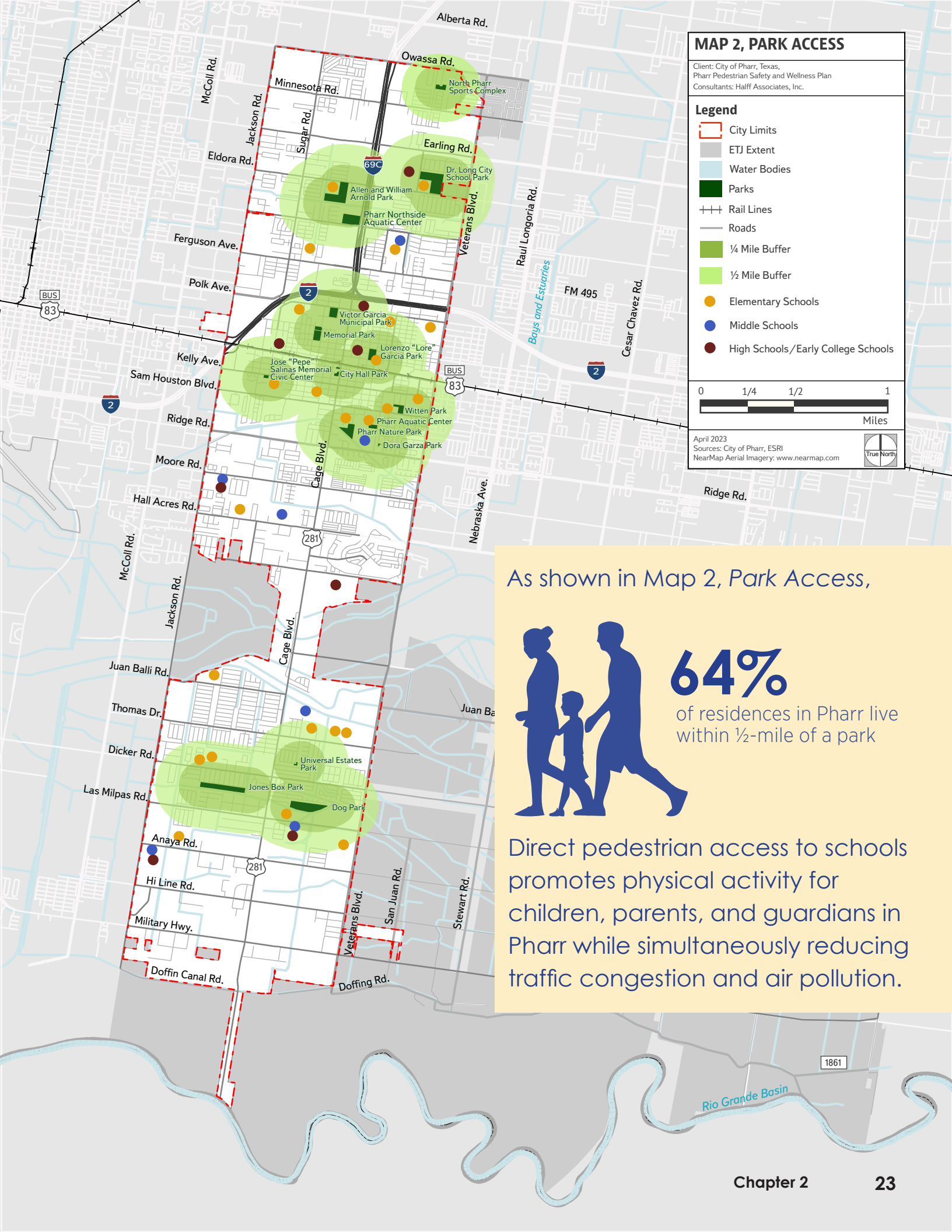


Pharr Vanguard Academy Nature & Birding Center
Source: Half Associates



Jones Box Park
Source: Toole Design Group

6: Centers for Disease Control and Prevention. "CDC Healthy Schools" <https://www.cdc.gov/healthyschools/obesity/index.htm>



MAP 2, PARK ACCESS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- Elementary Schools
- Middle Schools
- High Schools/Early College Schools

0 1/4 1/2 1
Miles

April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



As shown in Map 2, Park Access,



64%

of residences in Pharr live
within 1/2-mile of a park

Direct pedestrian access to schools
promotes physical activity for
children, parents, and guardians in
Pharr while simultaneously reducing
traffic congestion and air pollution.

PARK ACCESS

Public parks and recreation areas improve the overall health and wellness of a community. Parks help to create healthy communities by providing opportunities increase physical activity, creating a sense of place for families or social groups to interact and meet others in the community, and reduce urban heat island effect. According to the National Recreation and Park Association (NRPA), community parks are a tangible reflection of the quality of life in a community. They provide identity for citizens and are a major factor in the perception of quality of life in a given community. Access to quality parks is essential for communities who wish to improve the overall health and wellness of its residents. Parks have a value to communities that transcend the amount of money invested or the revenues gained from fees; parks provide a sense of public pride and cohesion to every community.

Aerial imagery was used to identify limited pedestrian infrastructure connections, poor sidewalk conditions, dangerous intersections, and other factors that disrupt the pedestrian experience near parks.

The observations from this analysis inform proposed pedestrian infrastructure and intersection improvements in Chapter 3, *Strategies and Recommendations*, and serve to align recommendations with proposed and future sidewalk and trail pathways.

“Please make it safe for us to walk to the park and elementary school on Eldora and Sugar. There are no sidewalk connections to the Crystal Estates neighborhood.”

- Community Survey Respondent



LORENZO “LORE” GARCIA PARK



Table 2.1, Lorenzo “Lore” Garcia Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
5	9	Local	2,790	665

Observations and Recommendations

- » Existing ramps along adjacent roadways are in poor condition and should be reconstructed to ensure accessibility.
- » Additional ADA-compliant ramps should be constructed to facilitate connectivity to Lorenzo Garcia Park from nearby neighborhoods
- » Street lighting is placed approximately 300 feet apart along N. Dogwood Street. and N. Cypress Street.

MEMORIAL PARK



Table 2.2, Memorial Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
6	4	Local, Minor Collector	2,184	509

Observations and Recommendations

- » Existing ramps along W. Egly Avenue and N. Dahlia Street are in poor condition and should be reconstructed to ensure accessibility.
- » Presence of sidewalks varies along residential streets adjacent to Memorial Park.
- » Street lighting is placed approximately 300 feet apart along W. Egly Avenue, N. Dahlia Street, and N. Canna Street.

Map Legend

- ▲ ADA Compliant Ramp
- ▲ No Ramp
- ▲ Non-Compliant Ramp
- Existing Sidewalk
- No Sidewalk
- Potential Crosswalk
- Crosswalk

VICTOR GARCIA MUNICIPAL PARK

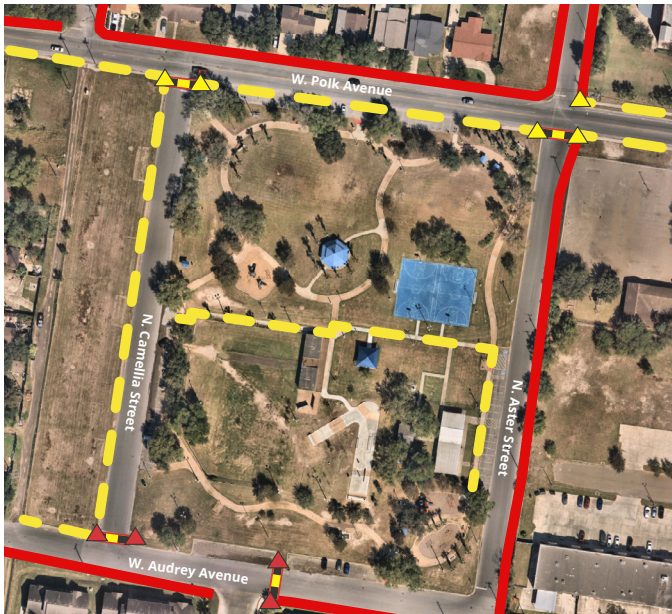


Table 2.3, Victor Garcia Municipal Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
4	4	Local, Major Collector	4,174	250

Observations and Recommendations

- » Victor Garcia Municipal Park is located on a major collector street with proximity to retail and residential land uses.
- » There are opportunities to place curb ramps and crosswalks along W. Audrey Avenue to enhance connectivity to the Parkview Terrace apartment complex south of the park.
- » Street lighting is placed approximately 300 feet apart along W. Polk Avenue. N. Camellia Street lacks street lighting between W. Polk Avenue and W. Audrey Street.

DR. LONG CITY SCHOOL PARK

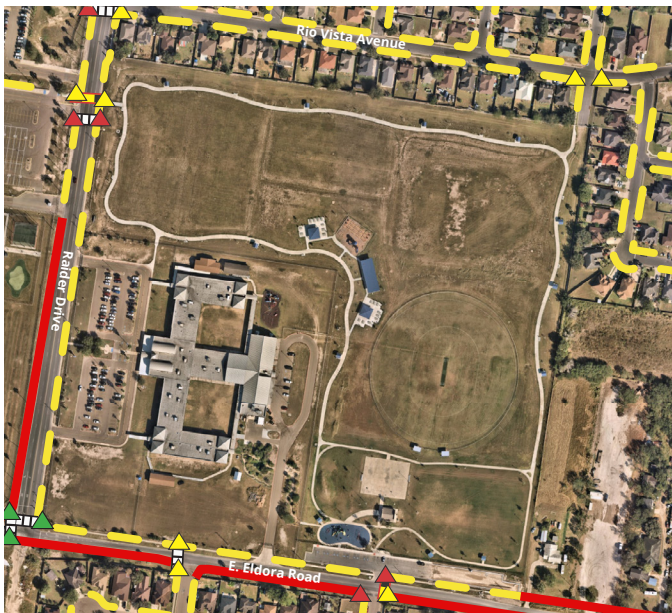


Table 2.4, Dr. Long City School Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
7	5	Major Collector	5,759	703

Observations and Recommendations

- » Dr. Long City/School Park is located on a major collector street with proximity to two schools and single-family residential neighborhoods.
- » Street lighting is placed approximately 200 feet apart along Eldora Road but is placed away from the roadway, creating potential visibility issues for road users.
- » There are opportunities to place curb ramps along E. Eldora Road and Raider Drive to connect nearby residents to the park, as well as provide enhanced connectivity to PSJA North Early College High School.

Map Legend

▲ ADA Compliant Ramp
 ▲ No Ramp
 ▲ Non-Compliant Ramp
 --- Existing Sidewalk
 --- No Sidewalk

--- Potential Crosswalk
 --- Crosswalk

JONES BOX PARK

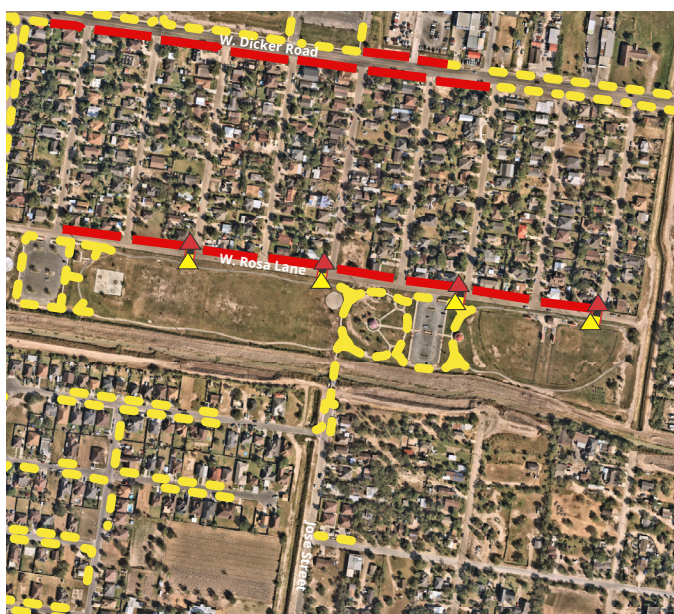


Table 2.5, Jones Box Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
4	4	Local	353	771

Observations and Recommendations

- » Jones Box Park is located on a local street and is surrounded by single-family residential land uses.
- » Dicker Road is a high-traffic roadway to the north of the park provides access to Jones Box, however, sidewalk infrastructure is segmented and missing along most of the roadway.
- » There are opportunities to improve pedestrian access to the park by installing traffic calming devices such as speed humps or bumps along adjacent roadways to ensure safe pedestrian mobility along roadways that cannot support a dedicated sidewalk.

PEPE SALINAS MEMORIAL CIVIC CENTER

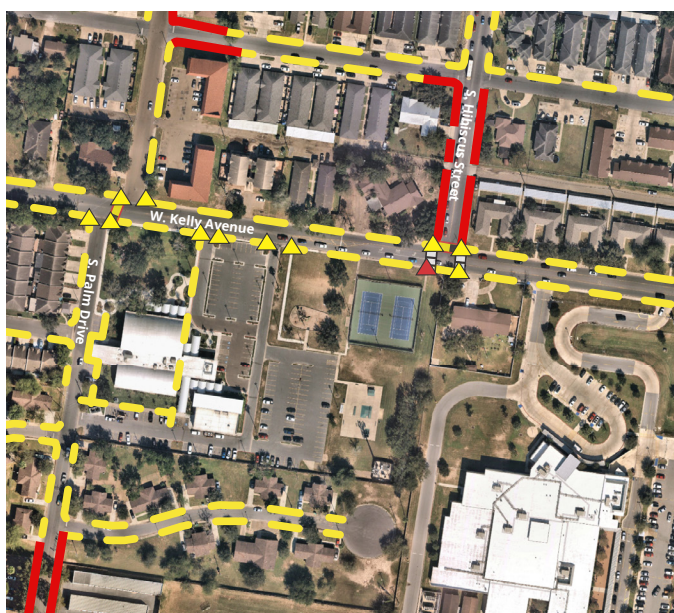


Table 2.6, Pepe Salinas Memorial Civic Center

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
6	1	Local, Minor Collector	3,711	245

Observations and Recommendations

- » The Pepe Salinas Memorial Civic Center is located on a minor collector street with moderate traffic and is in close proximity to Aida Escobar Elementary and many single- and multi-family residential land uses.
- » Existing sidewalk infrastructure is mostly complete along W. Kelly, however, adjacent roadways have many gaps in the network.
- » Existing crosswalks along W. Kelly Avenue are not well marked and could benefit from pedestrian crossing treatments such as Rectangular Rapid Flashing Beacons (RRFB) and high-visibility markings.

Map Legend

- ▲ ADA Compliant Ramp
- ▲ No Ramp
- ▲ Non-Compliant Ramp
- Existing Sidewalk
- No Sidewalk
- Potential Crosswalk
- Crosswalk

DORA GARZA PARK

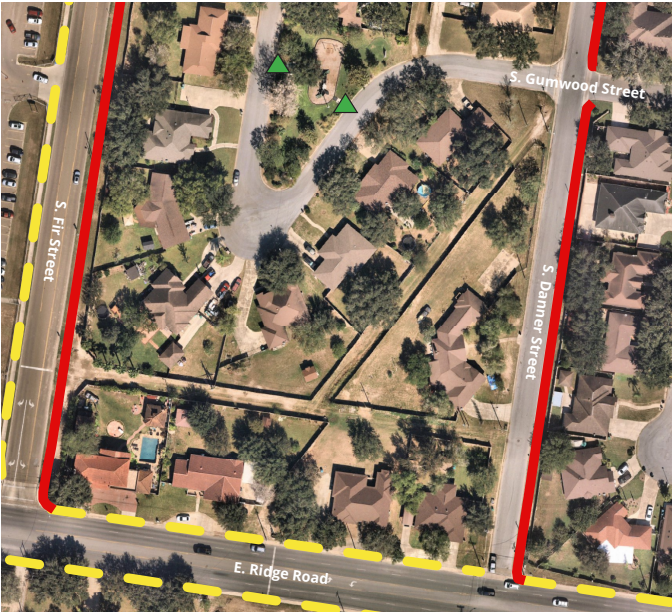


Table 2.7, Dora Garza Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
2	0	Local	353	237

Observations and Recommendations

- » Dora Garza Park is in close proximity to many single-family homes, however, adjacent roadways lack pedestrian infrastructure.
- » The existing curb ramps are in fair condition and lead to playground equipment and shade structure.
- » S. Gumwood Street lacks street lighting to enhance visibility for road users during low-light hours.

ALLEN AND WILLIAM ARNOLD CITY SCHOOL PARK



Table 2.8, Allen and William Arnold City School Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
3	3	Major Collector	2,325	538

Observations and Recommendations

- » The existing crosswalk at the intersection of W. Eldora Road and N. Crown Lane does not lead to existing pedestrian infrastructure.
- » There is limited sidewalk connectivity along W. Eldora Road
- » Street lighting along W. Eldora Road is inconsistently placed and set back from the roadway, creating visibility and safety concerns for all road users.

Map Legend

ADA Compliant Ramp
 No Ramp
 Non-Compliant Ramp

Existing Sidewalk
 No Sidewalk

Potential Crosswalk
 Crosswalk

28
 City of Pharr | Pedestrian Safety and Wellness Plan

PHARR AQUATIC CENTER



Table 2.9, Pharr Aquatic Center

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
2	2	Major Collector	2,816	259

Observations and Recommendations

- » Existing pedestrian crosswalk at S. Fir Street and E. Freida Street does not connect to a sidewalk or ramp.
- » Existing curb ramp at E. Helmer Street and S. Fir Street does not lead to connect to any pedestrian infrastructure.
- » Residential streets leading to the aquatic center lack sidewalks to facilitate pedestrian mobility.
- » S. Fir Street lacks adequate street lighting to promote safety and visibility for all road users.

WITTEN PARK

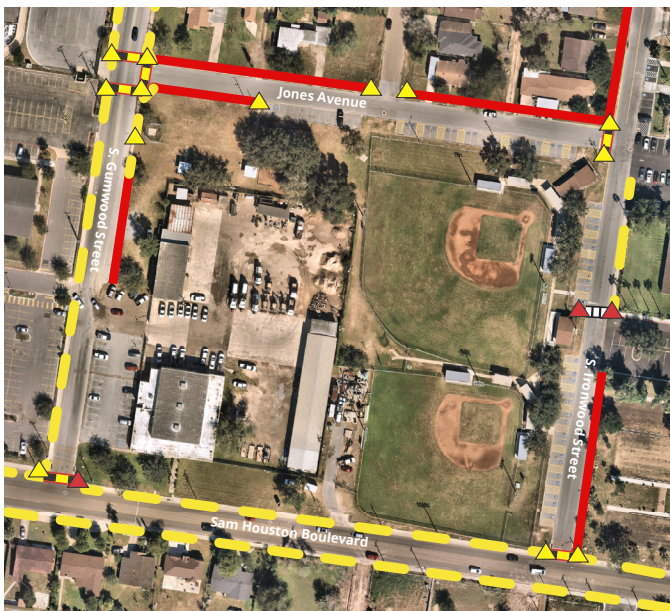


Table 2.10, Witten Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		Number of Residences within 1/4 mile
		Functional Classification	Annual Daily Traffic	
5	2	Major Collector, Local Street	11,502	365

Observations and Recommendations

- » Most of the existing curb ramps (12) are in poor condition and in need of repair.
- » There are currently no sidewalks along the eastern and northern perimeter of the park to connect nearby residents to the park.
- » High-visibility crosswalks are needed along S. Gumwood Street to enhance pedestrian connectivity between PSJA Stadium and Witten Park.
- » S. Ironwood Street lacks adequate street lighting to promote safety and visibility for all road users.

Map Legend

- ▲ ADA Compliant Ramp
- ▲ No Ramp
- ▲ Non-Compliant Ramp
- Existing Sidewalk
- No Sidewalk
- Potential Crosswalk
- Crosswalk

UNIVERSAL ESTATES PARK

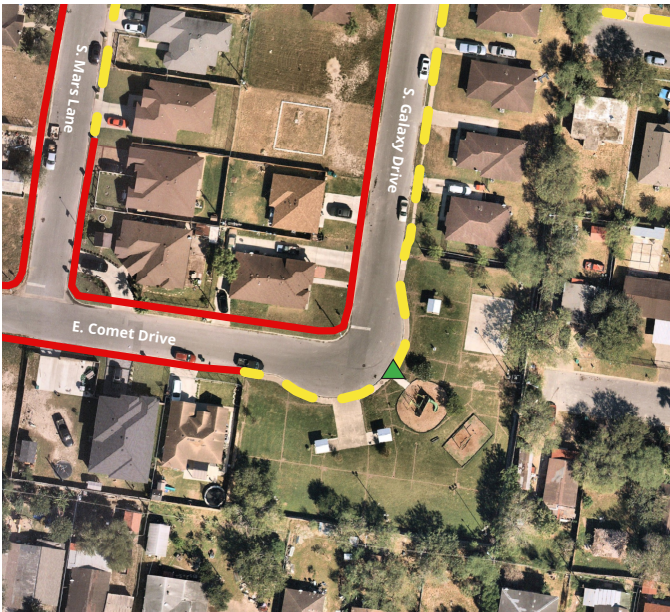


Table 2.11, Universal Estates Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		
		Functional Classification	Annual Daily Traffic	Number of Residences within 1/4 mile
0	0	Local	353	687

Observations and Recommendations

- » Universal Estates Park is located on a residential street and in close proximity to many single-family homes, however, sidewalk infrastructure along E. Comet Drive has multiple missing segments west of the park.
- » The existing curb ramp does not appear to be ADA compliant and could be replaced to facilitate access to and from the park.
- » Street lighting along E. Comet Drive is placed approximately 250 feet apart on the north side of the street.

PHARR VANGUARD ACADEMY NATURE AND BIRDING CENTER



Table 2.12, Pharr Vanguard Academy Nature and Birding Center

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways		
		Functional Classification	Annual Daily Traffic	Number of Residences within 1/4 mile
3	3	Major Collector	353	277

Observations and Recommendations

- » Pharr Nature Park is located at the end of a residential street and bordered by Liberty Middle School to the east, Vanguard Academy Elementary and Kelly-Pharr Elementary to the north, and an irrigation canal to the south.
- » The pedestrian network currently does not connect nearby neighborhoods or schools to the nature center.
- » The irrigation canal is a barrier to connectivity for neighborhoods south of the nature center.

Map Legend

▲ ADA Compliant Ramp
 ▲ No Ramp
 ▲ Non-Compliant Ramp
 --- Existing Sidewalk
 --- No Sidewalk

--- Potential Crosswalk
 --- Crosswalk

CITY HALL PARK



Table 2.13, City Hall Park

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways	
		Functional Classification	Annual Daily Traffic
3	0	Major Collector	25,994
			Number of Residences within 1/4 mile
			300

Observations and Recommendations

- » Existing pedestrian crosswalks at Cage Boulevard and E. Caffery Avenue should be replaced with high-visibility crosswalks to facilitate safe pedestrian crossings to access the park.
- » Pedestrian-scale lighting is located on both sides of Cage Boulevard.

PHARR SPORTS COMPLEX

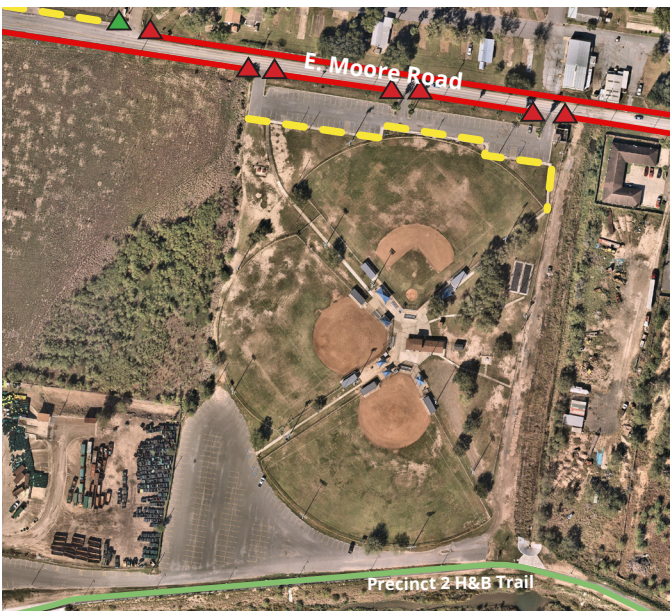


Table 2.14, Pharr Sports Complex

Number of Potential Crossings	Number of Missing ADA Ramps	Bordering Roadways	
		Functional Classification	Annual Daily Traffic
0	7	Major Collector	6,015
			Number of Residences within 1/4 mile
			156

Observations and Recommendations

- » Sidewalk infrastructure is incomplete along E. Moore Road limiting pedestrian access to the sports complex.
- » Provides parking and access opportunities to the existing Precinct 2 Hike and Bike Trail.
- » E. Moore Road lacks adequate street lighting on either side of the street, creating safety and visibility concerns for all road users.

Map Legend

- ▲ ADA Compliant Ramp
- ▲ No Ramp
- ▲ Non-Compliant Ramp
- Existing Sidewalk
- No Sidewalk
- Potential Crosswalk
- Crosswalk

SCHOOL ACCESS

Increasing access to school by improving the walking and cycling experience may encourage students, teachers, and parents to travel to and from school more often. According to the Safe Routes Partnership, Safe Routes to School (SRTS) programs can improve air quality by reducing vehicle trips and miles traveled, reducing the risk of asthma in children.⁷

To better understand existing conditions for walking and cycling to school at representative school locations, a series of school profiles were developed to highlight existing conditions and identify potential improvements. This detailed analysis for these Safe Routes to School (SRTS) candidate schools can be used to prioritize investments in the pedestrian and cycling network both at these specific locations and as a model for identifying improvements at schools across the City of Pharr.

There are nearly 40 schools and educational facilities within Pharr city limits, of which 11 schools were selected to conduct more detailed analyses. The schools were selected based on criteria including a ranking based on enrollment and total population within a half-mile radius, along with an analysis of land use context. The purpose in selecting specific schools based on these criteria was to focus on locations with the greatest potential to generate walking and cycling trip. Schools that are located nearby each other were evaluated together.

Aerial imagery was used to identify limited pedestrian infrastructure connections, poor sidewalk conditions, dangerous intersections, and other factors that disrupt the pedestrian experience near schools.

The observations from this analysis inform proposed pedestrian infrastructure improvements in Chapter 3, *Strategies and Recommendations*, and serve to align recommendations with a proposed SRTS program for schools in Pharr.

“Sidewalks in elementary school neighborhoods would be great for students to safely bike.”

- Community Survey Respondent

7: Safe Routes Partnership. "Benefits of Safe Routes to School." <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>



Crosswalk markings and accessible curb ramps are inadequate or missing in front of Cesar Chavez Elementary
Source: Toole Design Group



Students walk to LBJ Middle School in the grass due to a lack of sidewalk infrastructure
Source: Halff Associates



Pedestrian crossing conditions near Allen & William Arnold Elementary School
Source: Halff Associates

AIDA C. ESCOBAR ELEMENTARY

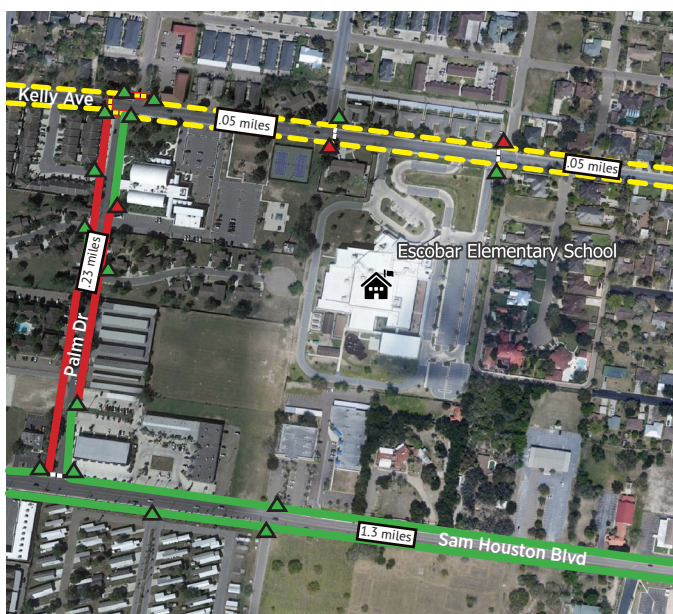


Table 2.15, Aida C. Escobar Elementary

Land Use Context	Population within 0.5 mi	Enrollment	Wellness Index Score
Commercial	4,358	612	4

Observations and Notes

- » The school is surrounded by a mix of commercial and residential land uses, though there is no direct access from neighborhoods to the east.
- » Sidewalk conditions are variable; sidewalks are narrow with small gaps along Kelly Ave. and various gaps are present along Palm Dr.
- » No clearly designated or direct pedestrian or bike access from Sam Houston Blvd. or Palm Dr. to the school.
- » There are frequent marked crossings in front of the school on Kelly Ave., as well as clearly designated pedestrian pathways on school campus.

ANAYA ELEMENTARY

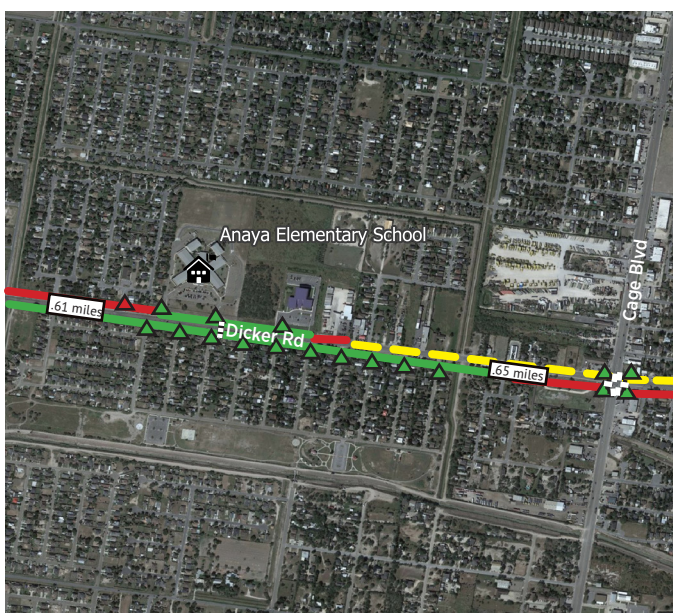


Table 2.16, Anaya Elementary

Land Use Context	Population within 0.5 mi	Enrollment	Wellness Index Score
Residential Area - Not Integrated	6,332	424	4

Observations and Notes

- » The school is located in a residential area, though Dicker Rd. creates a barrier between the school and surrounding land uses.
- » There are limited safe crossing opportunities along Dicker Rd.
- » Sidewalk reconstruction is taking place on the north side of Dicker Rd. and two pedestrian paths lead to the school campus.

Map Legend

- Crosswalk
- Potential Crosswalk
- Driveway Crossing
- Distance Between Designated Crossings
- Sidewalk - Insufficient Width
- Sidewalk - Sufficient Width
- No Sidewalk
- ▲ ADA Compliant Ramp
- ▲ Non-Compliant Ramp
- ▲ No Ramp

KELLY PHARR ELEMENTARY

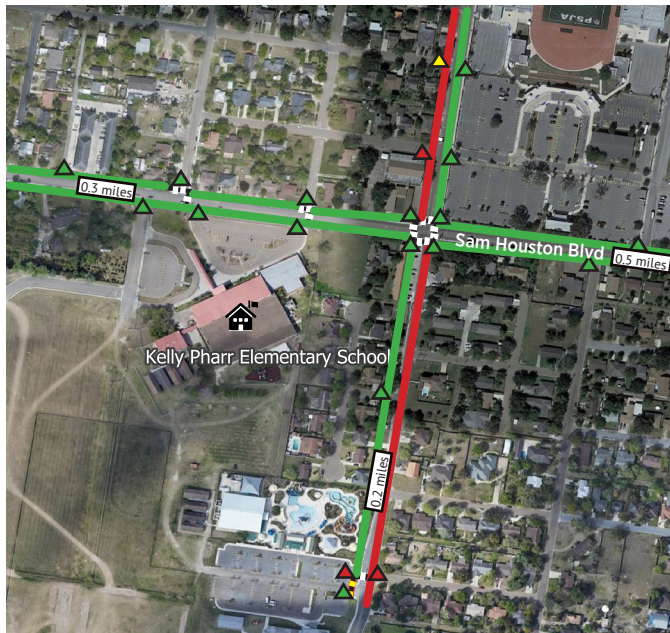


Table 2.17, Kelly Pharr Elementary

Land Use Context	Population within 0.5 mi	Enrollment	Wellness Index Score
Residential Area - Not Integrated	2,859	663	3

Observations and Notes

- » The school campus is greatly separated from surrounding residential areas, especially with the lack of sidewalks or access points on the east side of Fir St.
- » The second eastbound driving lane along Sam Houston Blvd. increases the crossing distance.
- » There is a clear pedestrian path from Sam Houston Blvd. into school entrance.
- » Marked crossings are present in front of the school, though more prominent crosswalk markings are needed.

FORD ELEMENTARY

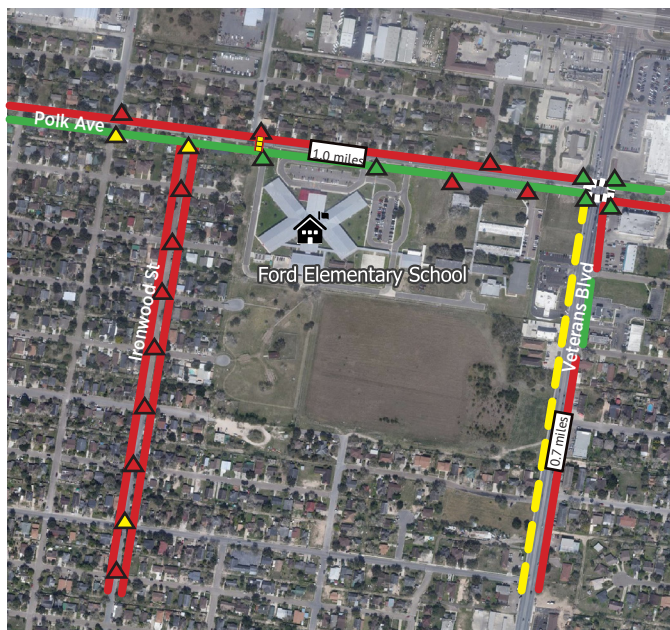


Table 2.18, Ford Elementary

Land Use Context	Population within 0.5 mi	Enrollment	Wellness Index Score
Residential Area - Not Integrated	3,443	585	4

Observations and Notes

- » The school is located among residential neighborhoods, though pedestrian connections are limited. There is a general lack of pedestrian infrastructure on Ironwood St. and a patchwork of facilities along Veterans Blvd.
- » The parking lot serves as a barrier for accessing the school from sidewalk on Polk Ave.
- » The sidewalk on the south side of Polk Ave. is in good condition; however there are no crossing opportunities and no sidewalk on the north side of the road.

Map Legend

- Crosswalk
- Potential Crosswalk
- Driveway Crossing
- No Sidewalk
- Sidewalk - Insufficient Width
- Sidewalk - Sufficient Width
- Distance Between Designated Crossings
- ▲ ADA Compliant Ramp
- ▲ Non-Compliant Ramp
- ▲ No Ramp

LONG ELEMENTARY & PSJA NORTH ECHS

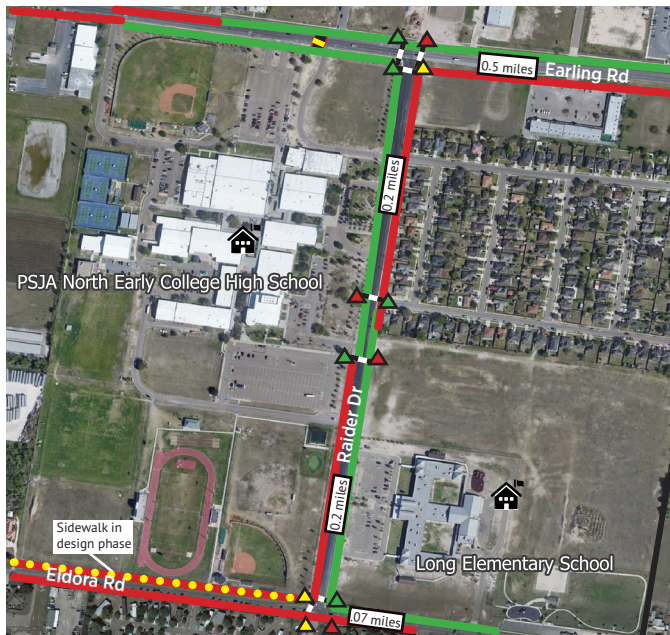


Table 2.21, Long Elementary & PSJA North ECHS

School	Land Use Context	Population within 0.5 mi	Enrollment	Wellness Index Score
Long Elementary	Residential Area - Integrated	3,850	746	3
PSJA North ECHS	Residential Area - Integrated	2,603	1963	3

Observations and Notes

- » Earling Rd. features the highest number of crashes among candidate schools (almost 100 within a one-mile segment over 5-year span).
- » Sidewalks lack buffers and gaps are located along various roadways; no pedestrian facilities are present along Eldora Rd west of Raider Dr. Sidewalks are only located along one side of Raider Dr., which provides access to both schools.
- » Pedestrian access points are only present for PJSa High School along Raider Dr.
- » The schools are generally integrated with the surrounding residential neighborhoods; however, poor sidewalk and crossing conditions limit access. The crossing at Rio Vista Ave. and Raider Dr. is highly utilized.

LBJ MIDDLE & LONGORIA ELEMENTARY

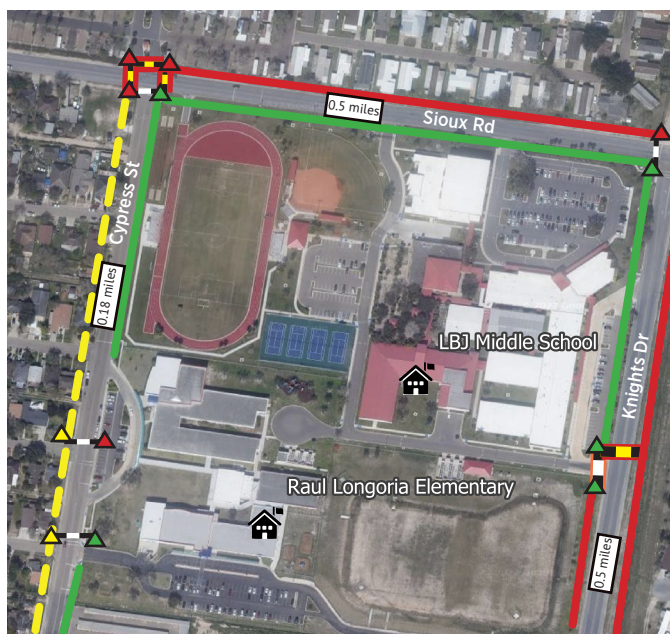


Table 2.22, LBJ Middle & Longoria Elementary

School	Land Use Context	Population within 0.5 mi	Enrollment	Wellness Index Score
Lyndon B. Johnson	Residential - Not Integrated	3,414	1,027	4
Longoria	Residential - Not Integrated	3,522	547	4

Observations and Notes

- » Schools are co-located on a campus with other administrative and athletic facilities.
- » Major roadways along the edges of the campus create a barrier for pedestrians and bicyclists. Sioux Rd. is a four-lane roadway with relatively high traffic volume and crash rates and few crossing opportunities.
- » Despite being located in a residential context, there is no access from neighborhoods to the east.
- » Students observed using the drainage ROW north of Sioux Rd. to access LBJ Middle School.
- » Landscape buffers are present along some stretches of sidewalks. The sidewalk along Knights Dr. is narrow, though there is a striped buffer between the sidewalk and the street.

Map Legend

- Crosswalk
- Potential Crosswalk
- Driveway Crossing
- No Sidewalk
- Sidewalk - Insufficient Width
- Sidewalk - Sufficient Width
- Distance Between Designated Crossings
- ▲ ADA Compliant Ramp
- ▲ Non-Compliant Ramp
- ▲ No Ramp

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HEAT AND RESILIENCE

Recently, North America has experienced unprecedented heatwaves that make walking and cycling a challenge, even relatively short distances. This is exacerbated when pedestrian infrastructure is in dilapidated condition and does not provide respite from the heat. Building infrastructure for vehicles, such as parking lots and over-capacity streets, increases the impervious surface of an area which can lead to increased stormwater runoff, urban flooding, and the urban heat island effect. Map 3, *Heat Severity and Urban Tree Canopy*, indicates which areas are impacted by the urban heat island effect in Pharr.

Pharr's climate is relatively warm with average monthly temperatures ranging from 70 degrees in the winter to 98 degrees during the summer. Daily average temperatures can get as low as 52 degrees in the winter months and as high as 97 degrees during summer months. During the year, there is little rainfall/precipitation in Pharr creating a dry, arid climate.

WHAT ARE HEAT ISLANDS?

According to the United States Environmental Protection Agency (EPA), heat islands are urbanized areas that experience higher temperatures than outlying areas due to structures or infrastructure that absorb and re-emit the sun's heat more than natural landscapes. Heat islands are usually measured by the temperature difference between cities relative to the surrounding areas. Elevated temperatures from heat islands can affect the community's quality of life in multiple ways, including increased energy consumption, elevated emissions of air pollutants, impaired water quality, and comprised human health and comfort.

Air quality is a contributing factor to health outcomes for communities and its relationship to modes of active transportation. According to the American Lung Association *State of the Air Report* (2022), air quality in Hidalgo County may put certain populations at higher risk. Encouraging active transportation (walking, cycling, and public transportation) can vastly reduce traffic-related air pollution and improve health outcomes.

Throughout public engagement activities, weather-related issues were identified as an impediment to walking or bicycling in Pharr. Along Hidalgo County Precinct 2 Trails, there are multiple pavilion spaces that provide for an opportunity to relax and escape the heat. During our site visit, multiple users including walkers, runners, and bicyclists utilized these facilities to rest during physical activity.

When trails, sidewalks, and bikeways are designed to ensure comfort and safety and provide respite from the heat, people are more likely to use them. Encouraging this mode shift reduces greenhouse gas emissions and creates a more equitable community. Identifying opportunities to increase the amount of tree canopies or provide shade structures for high pedestrian and cyclist activity areas can incentivize those who would otherwise not use the facility due to weather conditions. There are also opportunities to incorporate low impact development (LID) techniques to improve the physical appearance of a facility and provide additional functionality.

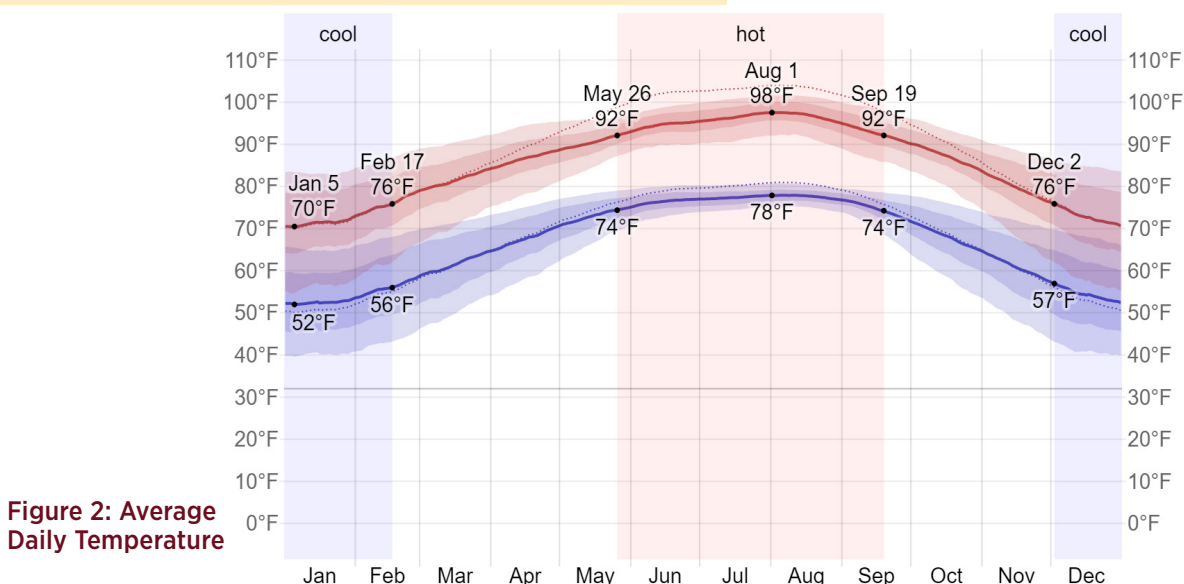
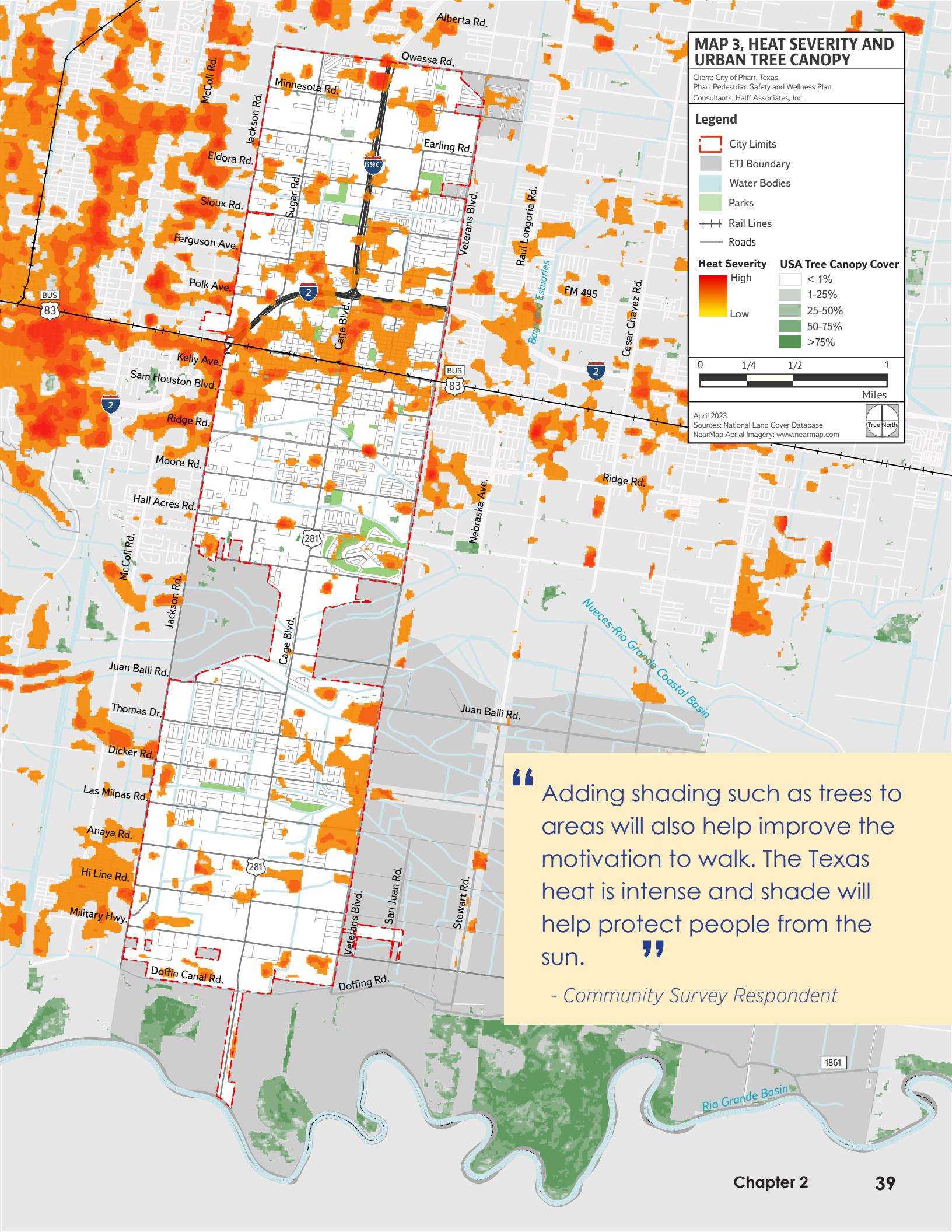


Figure 2: Average Daily Temperature



MAP 3, HEAT SEVERITY AND URBAN TREE CANOPY

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads

Heat Severity	USA Tree Canopy Cover
High	< 1%
Low	1-25%
	25-50%
	50-75%
	> 75%



April 2023
Sources: National Land Cover Database
NearMap Aerial Imagery: www.nearmap.com

“ Adding shading such as trees to areas will also help improve the motivation to walk. The Texas heat is intense and shade will help protect people from the sun. ”
- Community Survey Respondent

TRANSPORTATION SYSTEM

The City of Pharr’s transportation network is made up of infrastructure that supports many types of users including sidewalks and multi-use trails, on-street bikeways, public transit and rail facilities, and many miles of roadways. These transportation systems are critical to ensure the safe movement of people and goods throughout the City and region. In addition to enabling movement, the transportation network helps shape the community’s physical landscape, health and wellness, social expectations, and cultural values.

ROADWAY NETWORK

Similar to other cities in the Rio Grande Valley, Pharr’s roadway network is laid out in a grid pattern with major roadways equidistant from one another and major streets running east-west and north-south. The ‘grid’ roadway network pattern in the City allows for ease of navigation for all users. The City’s roadway network is comprised primarily of principal and minor arterial north-south and east-west roadways that provide access to and from local and regional destinations. Particularly in South Pharr, much of the traffic is comprised of freight traffic from the Pharr-Reynosa International Bridge to industrial and commercial businesses throughout the region.

As represented in Map 4, *Functional Classification*, each thoroughfare type is designated based on its need or priority for access and mobility, as well as traffic volumes. Traffic counts identified in Map 4 reflect 2021 traffic volume data received from the Texas Department of Transportation (TxDOT). Pharr’s functional classification system is structured in a hierarchal manner, with the goal of providing a balanced network with appropriate roadway capacity, access, and efficiency. An important component of the roadway classification is the associated rights-of-way along a corridor. Right-of-way (ROW) is necessary in order to determine setback requirements as new development occurs as well as optional street design elements including active transportation facilities.

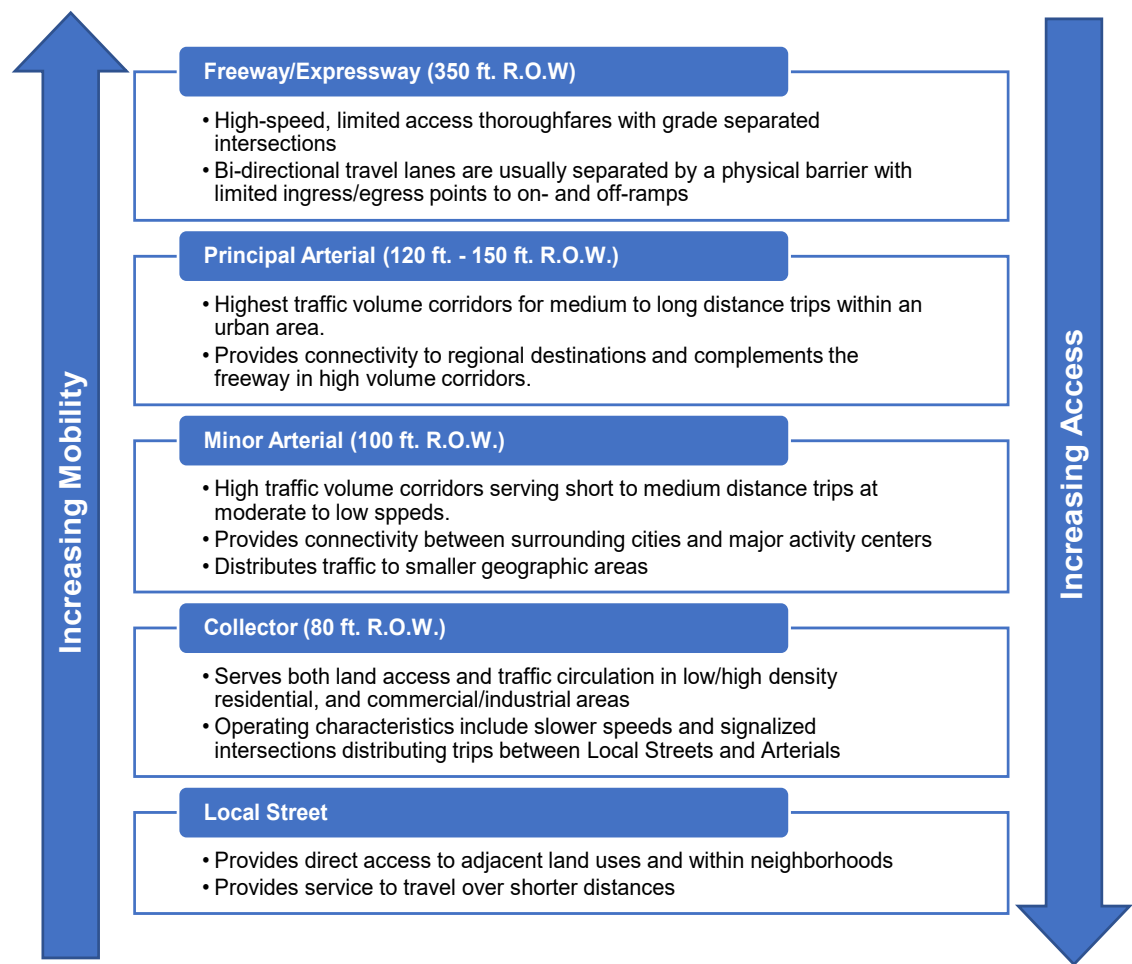


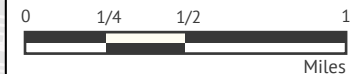
Figure 3: Functional Classification
Source: City of Pharr Comprehensive Plan (2015)

MAP 4, FUNCTIONAL CLASSIFICATION

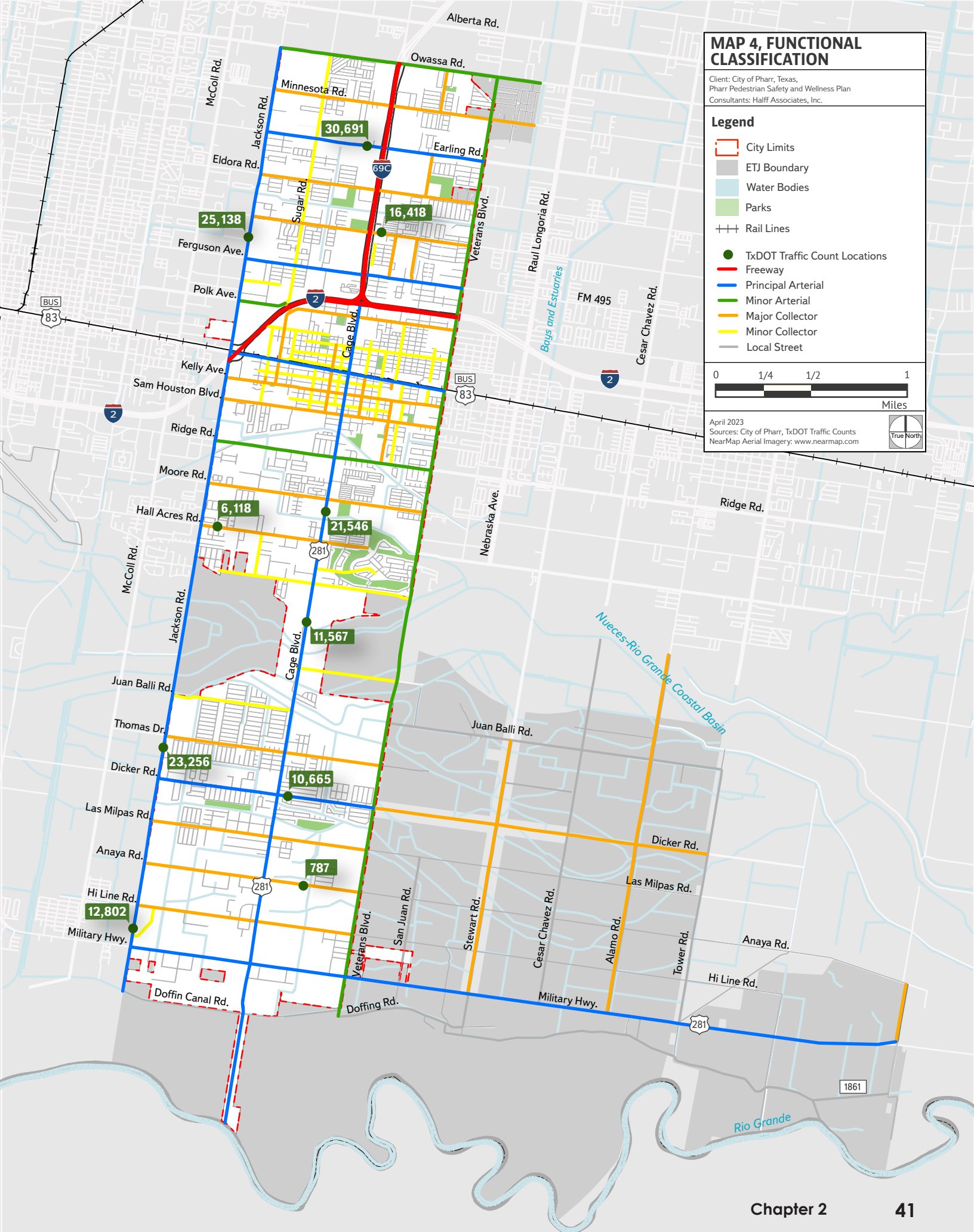
Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- TxDOT Traffic Count Locations
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street



April 2023
Sources: City of Pharr, TxDOT Traffic Counts
NearMap Aerial Imagery: www.nearmap.com



FREIGHT NETWORK

Due to its proximity to the Pharr-Reynosa International Bridge, Pharr's roadways play a major role in transporting goods across the region. Nine roadways in Pharr are identified to be capable of handling freight, including Jackson Road, Cage Boulevard/U.S. 281, and Ferguson Avenue. According to the 2021 Texas-Mexico Border Master Transportation Plan, the Pharr-Reynosa International Bridge has increased commercial truck traffic by 176,000 between 2008 and 2019, outpacing the volume change seen across all International border crossings in the Rio Grande Valley.

While the transportation of goods is a major economic driver for the region, these high-speed, heavily-trafficked roadways create a barrier for non-motorized road users, as pedestrians and cyclists may perceive the roadway to be unsafe to use. As shown in Map 5, *Freight Network*, Pharr's major north-south corridors are designated as truck routes, with roadways in South and Central Pharr experiencing the highest percentage of freight travel.



Additionally, many segments of these designated freight routes have been identified by TxDOT and the RGVMPO for future improvements including road widening, reconstruction, or resurfacing. These future projects create an opportunity for the City to leverage additional improvements that could promote and encourage pedestrian and cyclist safety along major thoroughfares, including buffered or protected bike lanes, sidewalk facilities, or lowered traffic speeds. Reduced travel speeds will not only improve pedestrian and cyclist perceptions of safety along high-traffic roadways, but also reduce the number of high-speed crashes that may result in serious injury or death. For more detail on City of Pharr crash statistics, please refer to pages 46 - 49.

Speed Kills

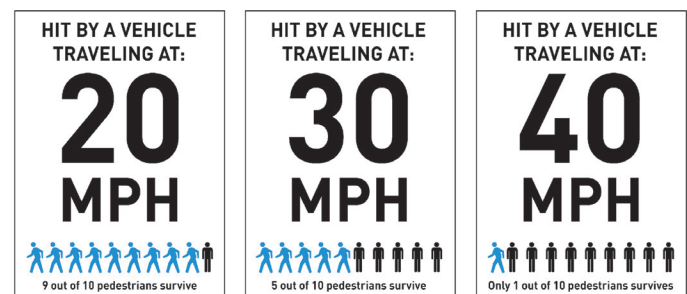
According to the 2020 report, *City Limits: Setting Safe Speed Limits on Urban Streets* by the National Association of City Transportation Officials (NACTO), speed is a central factor in traffic deaths. As speed limits and speeds increase, so do fatalities. Researchers from the Insurance Institute of Highway Safety (IIHS) found that a 5 MPH increase in the maximum speed limit was associated with an eight percent increase in the fatality rate on interstates and freeways, and a three percent increase in fatalities on other roads.⁸

Vehicle speed at the time of impact is directly correlated to whether a person will survive. For example, a person hit by a car traveling at 35 MPH is five times more likely to die than a person hit by a car traveling at 20 MPH. In the U.S., fatal crashes are disproportionately clustered on a small group of high-speed, auto-oriented streets with posted speeds exceeding 35 MPH. Figure 4, *Impact Survivability*, identifies the probability of pedestrian survival at various vehicle speeds.

8: "City Limits: Setting Safe Speed Limits on Urban Streets" NACTO, 2020

Figure 4: Impact Survivability

Source: City of Seattle, WA

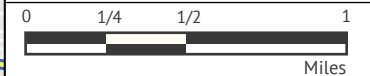


MAP 5, FREIGHT NETWORK

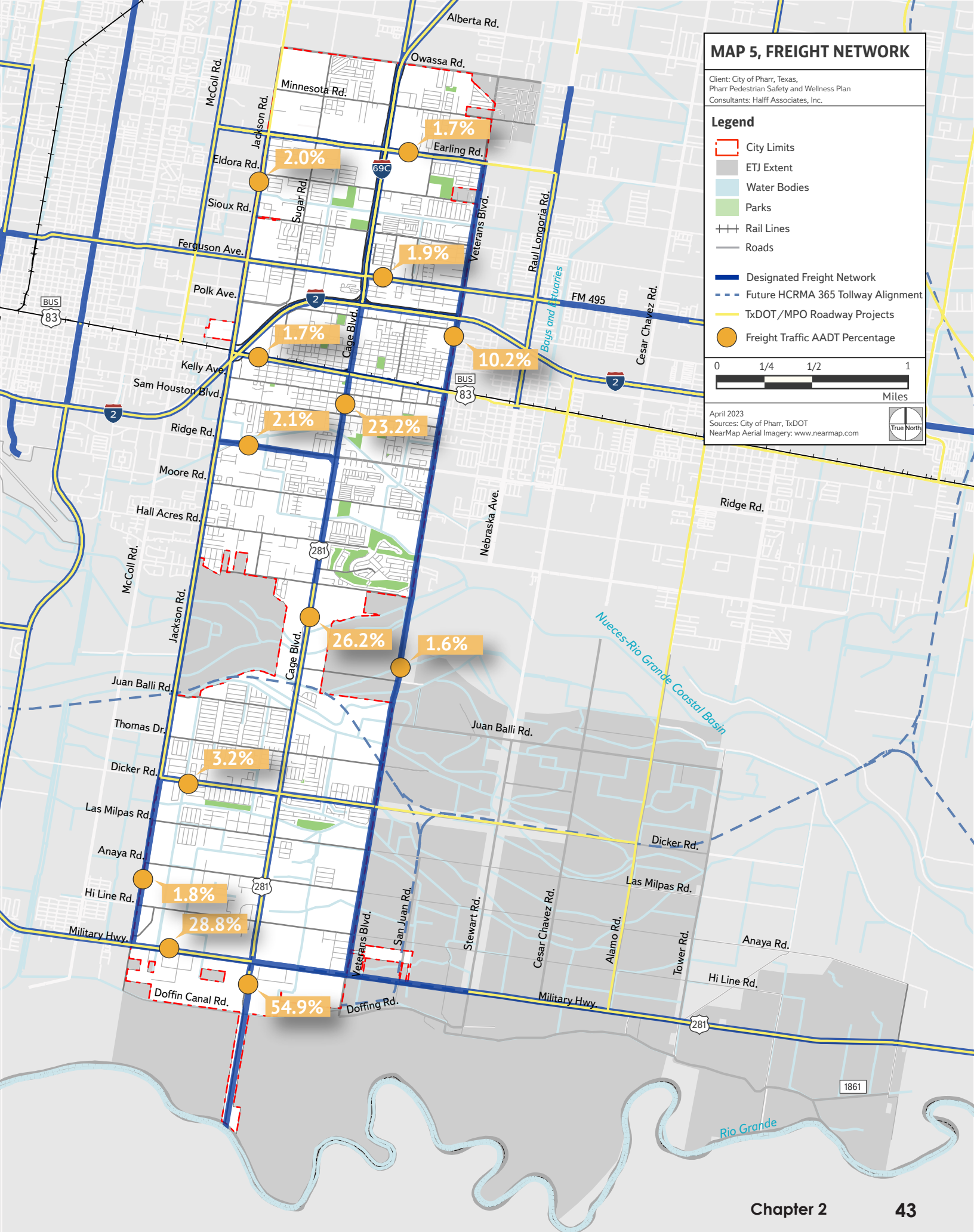
Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads
- Designated Freight Network
- Future HCRMA 365 Tollway Alignment
- TxDOT/MPO Roadway Projects
- Freight Traffic AADT Percentage



April 2023
Sources: City of Pharr, TxDOT
NearMap Aerial Imagery: www.nearmap.com



Many of the major corridors in Pharr are comprised of wide, high-speed thoroughfares ranging from two to four lanes with center turn lanes and wide outside shoulders. In instances where a school is present along a corridor, the roadway widens to allow for pick-up and drop-off opportunities. This creates additional constraints, particularly for non-automobile users, who may be commuting by walking or bicycling. Many roadways in Pharr have a posted speed limit of 30 miles per hour (MPH); however, speeds typically are faster. Vehicular speeds have a significant impact on roadway safety, not only for the person driving the vehicle but also other road users.

Historical Annual Average Daily Traffic (AADT) volumes provide information on traffic history and changing trends on Pharr's roadway network and can illuminate opportunities for improvements. As expected, based on the grid network pattern, the corridors with the highest traffic volumes include Cage Blvd., Jackson Rd., Ferguson Ave., and Veterans Blvd. Since 2011, Hall Acres Rd., Sioux Rd., and Owassa Rd. have experienced greater than a 100 percent increase in traffic volumes. According to TxDOT, traffic volumes are expected to increase by an average of 40 percent along Pharr area roadways by 2040.

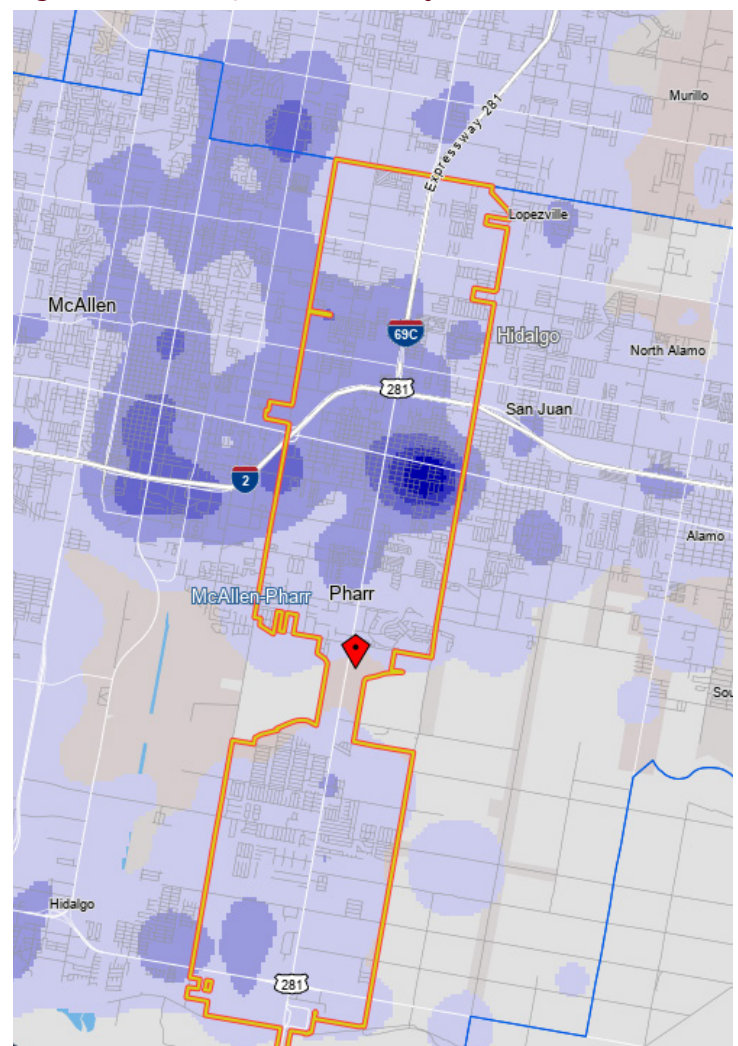
COVID-19 Reduction in Traffic Volumes

According to the American Association of State Highway and Transportation Officials (AASHTO), at the beginning of the COVID-19 pandemic in 2020, daily commuter traffic across the state of Texas dropped by almost half compared to the year before. In the City of Pharr, however, most major thoroughfares such as Cage Boulevard/U.S. 281 and Jackson Road did not experience a reduction in traffic volumes. This could be attributed to high truck traffic from the Pharr-Reynosa International Bridge.

The City of Pharr's residents, businesses, and visitors rely on the City's transportation network every day. Whether it is walking or cycling to school, commuting to work, walking the dog, or distributing goods to local and regional businesses, all of these trips and commute patterns reflect the need for infrastructure improvements.

According to data from the 2019 US Census Bureau Longitudinal Employer-Household Dynamics (LEHD), 81 percent of residents who live in Pharr work in locations outside of the City limits in adjacent cities such as McAllen, Edinburg, and San Juan. Similar characteristics represent those employees that work within Pharr but live outside the City limits in adjacent communities. Typically, these commute trips are less than five miles and could be well-served by alternative modes of transportation. As represented in *Figure 5, Distance / Direction Analysis*, high-density employment locations for residents in Pharr include the McAllen Medical Plaza, Edinburg Health Center, PSJA ISD, businesses along Jackson Rd. between W Sam Houston Ave. and W Kelly Ave. and the industrial area along Jackson Rd. between US 281 and W Hi Line Rd. Additional analysis regarding pedestrian and bicycle demand along area roadways can be found on page 56.

Figure 5: Distance / Direction Analysis



BARRIERS TO CONNECTIVITY

Street layouts and barriers like highways, drainage canals, and railroad facilities can increase trip distances and time. Each barrier to connectivity has a different impact on the user, based on travel mode. For example, a railroad crossing may not pose a challenge to vehicular travel but can impede safe travel for a person walking or cycling. These barriers also funnel traffic and circulation to major thoroughfares, further increasing congestion and unsafe environments for non-motorized travel. While there are multiple site-specific barriers to connectivity, the most common include:



HIGHWAYS AND FREEWAYS

Limited access freeways convey high volumes of motor vehicle traffic at high speeds. Crossing points are limited to grade-separated over or underpass intersections. Even with basic pedestrian accommodations at intersections, crossing distances may dissuade pedestrians and cyclists from venturing between destinations.



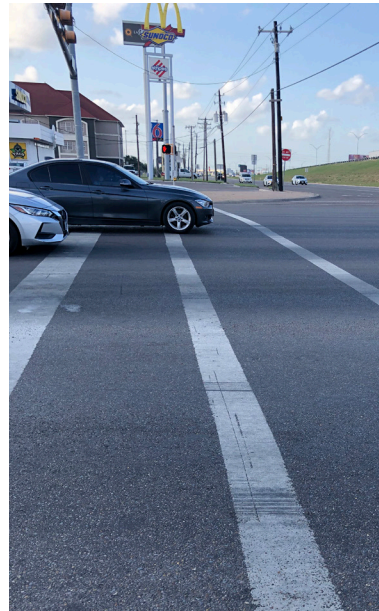
RAIL LINES

Rail lines are not only barriers to cyclists and pedestrians, but also have a similar effect on motor vehicle traffic. At-grade rail crossings with high volumes of motor vehicle traffic are often uncomfortable because bicycle and pedestrian facilities are often not maintained to the same degree as motor vehicle travel lanes.



DRAINAGE AND IRRIGATION CANALS

Drainage and irrigation canals provide necessary space for stormwater collection to prevent crops and residential neighborhoods from flooding. While these canals are necessary infrastructure, they often disconnect neighborhoods and create barriers for pedestrian and bicycle circulation.



INTERSECTIONS

Highway intersections are the locations where the highest volumes of motor vehicle traffic converge. Multiple turning motions are accommodated by wide pavement sections. Typically, these are the areas where the highest volume of pedestrian- and cyclist-related crashes occur. The lack of proper infrastructure and inattentive drivers creates an unsafe environment for pedestrian and bicycle travel.

PEDESTRIAN NETWORK

Sidewalks and trails bring people to spaces for social interaction among neighbors and encourage citizen participation at the local level. The five-minute walk, or “pedestrian shed,” is the distance people are willing to walk before opting to drive. Based on the average walking speed, a five-minute walk is represented by a radius measuring one-quarter mile or approximately 1,300 feet. This means that the scale of development, length of blocks, width of streets, and depth of parking lots directly impacts the perception that a destination is reachable by walking or cycling.

The sidewalk network in Pharr is mostly incomplete with approximately **283 miles** – or **63 percent** – of roadways lacking sidewalks on either side. Of the roads with the presence of a sidewalk, **29 percent** have complete sidewalks on both sides of the street and **eight percent** have gaps in the sidewalk network. Most residential neighborhoods throughout Pharr lack sidewalks on either side of the street, creating a challenge for residents to safely walk in their neighborhood or connect to nearby destinations without the need for a car.

As shown in Map 6, *Pedestrian Network*, principal arterials with high concentrations of retail businesses such as Jackson Road and Cage Boulevard have sidewalks near destinations such as Pharr Town Center or Downtown Pharr but lack connectivity to the surrounding local streets, making it difficult for nearby residents to travel safely without a car. Sam Houston Boulevard, however, has sidewalk infrastructure on both sides of the roadway and provides an opportunity to connect west to the 2nd Street Hike and Bike Trail in McAllen.



Student walking along drainage canal
Source: Halff Associates

Developing more widely accessible open green spaces to connect area parks, schools, community gathering places, and other public amenities will not only promote healthy living, but also expands mobility options for pedestrians and cyclists. 55 percent of streets within one-quarter mile walkshed radius of a park lack sidewalks on either side, which increases to 65 percent of streets at the one-half mile walkshed radius. Approximately eight percent of roadways within a one-half mile leading to parks may have sidewalks but are either incomplete or have gaps on either side.

59 percent of roadways leading to Pharr’s schools lack sidewalks at the one-quarter mile pedestrian shed radius, meaning children who walk to school do not have adequate pedestrian facilities to ensure safe travel to and from school. This increases to 63 percent along roadways within one-half mile of a school. Approximately eight percent of roadways within a one-half mile leading to parks may have sidewalks but are either incomplete or have gaps on either side.

There is an opportunity to create an off-street pedestrian network to create safe routes for children traveling to school by foot. For example, many children who attend Lyndon B. Johnson (LBJ) Middle School on East Sioux Road utilize the drainage canal ROW to avoid walking on high-traffic roadways or to connect to subdivisions disconnected by the drainage canal.



Overgrown sidewalk conditions along Cage Boulevard
Source: Halff Associates

MAP 6, EXISTING AND MISSING SIDEWALKS

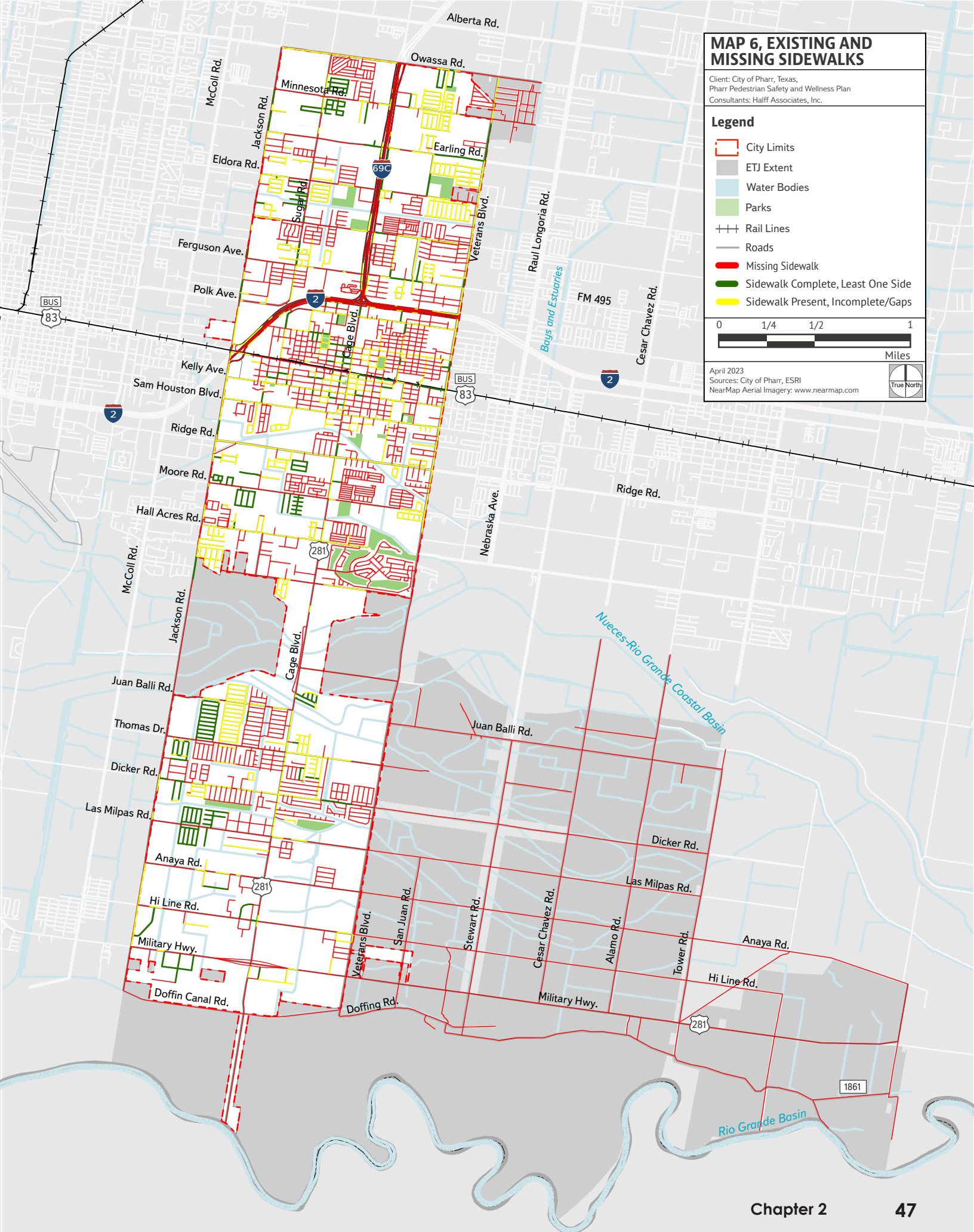
Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- +++ Rail Lines
- Roads
- Missing Sidewalk
- Sidewalk Complete, Least One Side
- Sidewalk Present, Incomplete/Gaps



April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



BICYCLE NETWORK

Pharr's existing bicycle network is comprised of approximately 16 miles of on-street, unprotected bicycle facilities along major roadways such as Jackson Road, Cage Boulevard, Ferguson Avenue, and Military Highway 281. These on-street bicycle facilities are eight- to 10-feet wide, designated with lane striping, pavement markings, and signage. Due to the wide width, inconsistent pavement markings, and placement along high traffic corridors, many on-street bicycle facilities in Pharr are used as turning lanes or parking facilities for vehicles, forcing cyclists to ride in the vehicular travel lane. The lack of vertical barriers or buffer zones to separate vehicles from cyclists creates safety concerns and discourages cyclists to utilize on-street facilities to visit area destinations.



The Hidalgo County Precinct 2 Hike and Bike Trail is a five-mile-long sidepath along existing drainage infrastructure that provides an off-street connection between the cities of San Juan, Pharr, and McAllen. There are plans to further extend and connect to the City of Edinburg's hike and bike trail system and the University of Texas – RGV campus. To avoid crossing busy intersections, the Precinct 2 Hike and Bike Trail has a series of tunnels to ensure trail users can travel safely and comfortably. Although these tunnels provide convenience and reduced conflict with vehicles at-grade, additional pedestrian infrastructure can be implemented to provide enhanced connectivity to adjacent neighborhoods. The Precinct 2 Hike and Bike Trail is a widely used and highly valuable asset to the community and existing bicycle and pedestrian network. Map 7, *Bicycle and Trail Facilities*, outlines the existing on- and off-street bicycle facilities throughout Pharr. The low number of existing high-comfort facilities creates a challenge for users to commute to area destinations safely and confidently by bike.



MAP 7, BICYCLE AND TRAIL FACILITIES

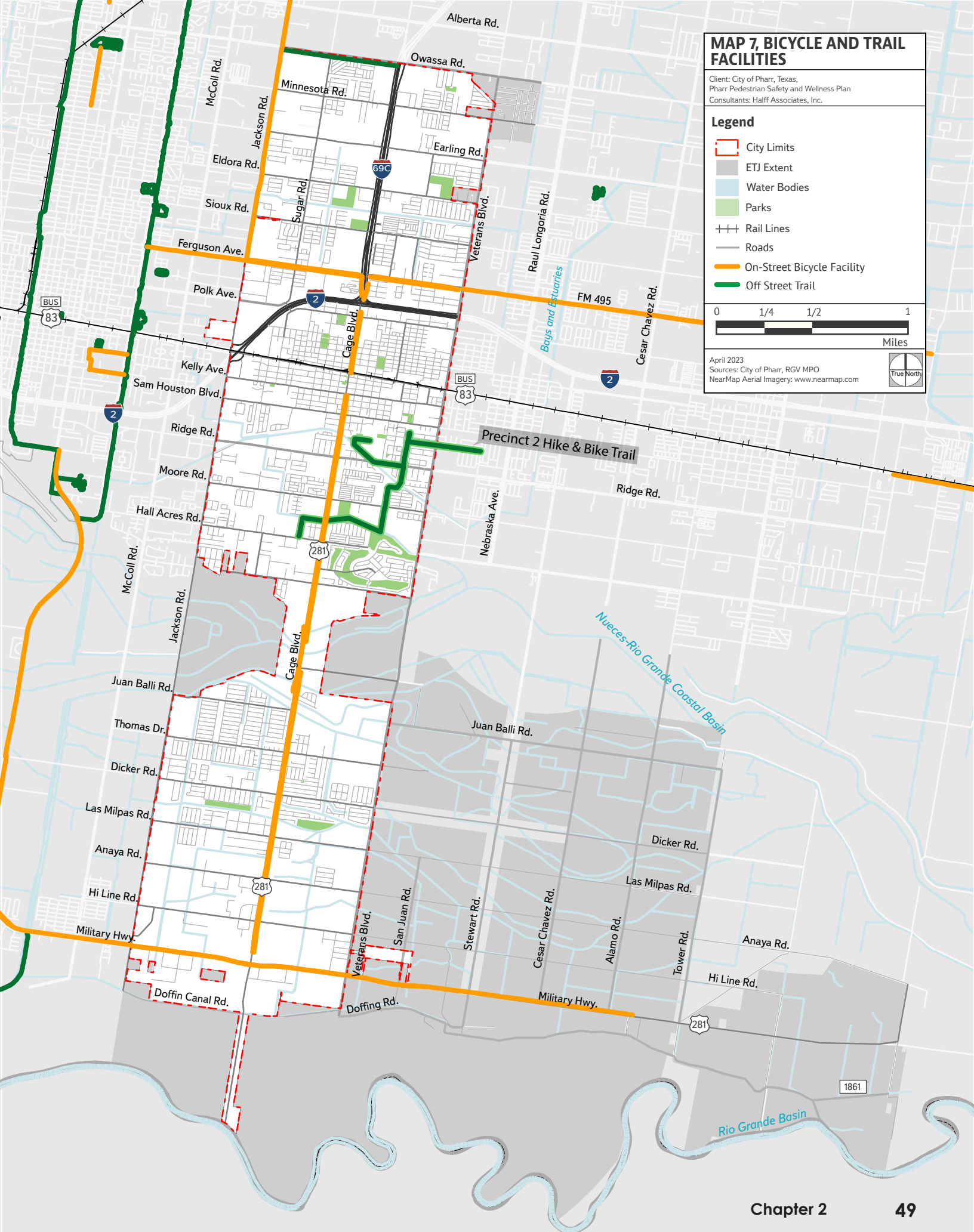
Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads
- On-Street Bicycle Facility
- Off Street Trail



April 2023
Sources: City of Pharr, RGW MPO
NearMap Aerial Imagery: www.nearmap.com



TRANSIT NETWORK

The Lower Rio Grande Valley Development Council (LRGVDC) provides public transportation in urbanized and non-urbanized areas of the lower Rio Grande Valley through its transit department, Valley Metro. LRGVDC operates a flexible system that allows passengers to request curbside pick-ups by calling at least one day in advance to make a reservation. Pick-up locations and destinations must be within one-half mile of a Valley Metro route. In addition to the flex route system, Valley Metro routes have both sheltered and unsheltered scheduled stops, as well as a flag-down system where riders can get on at safe boarding locations anywhere along the route.



As shown in Map 8, *Transit Routes*, there are three Valley Metro Routes that travel through the City of Pharr, including the RGV Metro Express Red Line regional route that travels between McAllen and Brownsville. While this route does not have any stops in Pharr, riders can connect to the Red Line at the McAllen Central Station transfer hub.

Ridership data provided by Valley Metro shows Route 30 (Pharr/San Juan-Edinburg) to have the highest ridership in FY 2018-19 with 11,420 riders, and Route 10 (Edinburg-McAllen) being the lowest in ridership with 2,864 riders. As shown in Table 2.23, *Valley Metro Ridership*, ridership across all Valley Metro routes in Pharr decreased by 82 percent between 2019 and 2021 during the COVID-19 pandemic. Valley Metro plans to provide region-wide improvements to routes and stop amenities to all Valley Metro routes.

Table 2.23, Valley Metro Ridership

Routes	FY 18/19	FY 19/20	FY 20/21	FY 21/22
10	2,864	2,352	861	1,313
30	11,420	8,859	1,372	4,083
31	6,038	4,018	1,250	1,120
Total	24,257	17,660	4,151	7,977



MAP 8, TRANSIT ROUTES

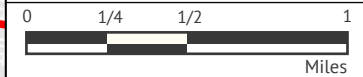
Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

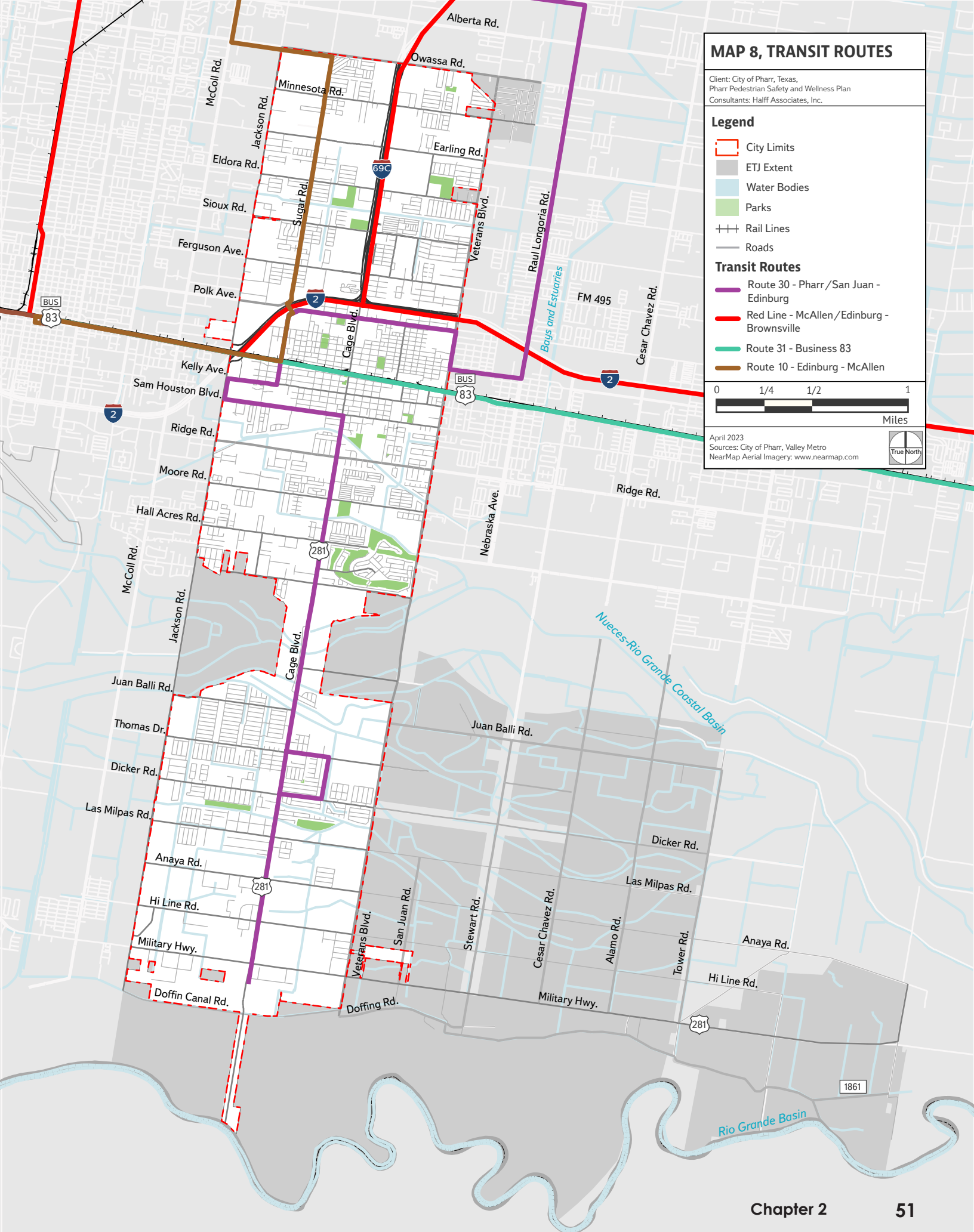
- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads

Transit Routes

- Route 30 - Pharr /San Juan - Edinburg
- Red Line - McAllen/Edinburg - Brownsville
- Route 31 - Business 83
- Route 10 - Edinburg - McAllen



April 2023
Sources: City of Pharr, Valley Metro
NearMap Aerial Imagery: www.nearmap.com



CRASH ANALYSIS

The traditional paradigm in transportation planning has been to design streets to facilitate the movement of vehicles as quickly as possible. Roadway design, including number of lanes, access management (driveway and curb cuts), and travel speed play a significant role in whether crashes occur and the severity for persons involved.

Much of the analysis presented in this section is informed by the crash records from the TxDOT Crash Records Information System (CRIS) database between January 2017 and April 2022. Although a valuable source of information for analyzing crashes, particularly those involving pedestrians and cyclists, crash records do not account for near misses that occur on a daily basis or those that were not reported. A near-miss can be a factor in a person's perception of safety along a roadway and can impact whether someone chooses to walk or bike to their destination.

Between 2017 and 2022, according to the TxDOT CRIS database, there were 10,451 crashes occurred along roadways in the City of Pharr, 89 of which involved a pedestrian or cyclist. A total of 20 crashes in Pharr included a fatality, six of which were pedestrians or cyclists, and 90 crashes included serious injuries. Crash densities are a useful assessment of road network safety that represents locations that have a higher number of crashes relative to other areas. Shown on the facing page in Map 9, *Crash Analysis*, many major corridors throughout Pharr have high concentrations of crashes.

VISION ZERO

Vision Zero is a world-wide initiative to eliminate all traffic fatalities and severe injuries by designing roadways that are safe, healthy, and equitable. First adopted in Sweden in the 1990s, this initiative has led to major reductions in traffic related crashes among cities that have adopted such initiative. This initiative has been adopted by many jurisdictions and municipalities throughout the state of Texas.

Vision Zero recognizes that people make mistakes, however, a mobility network can be designed to reduce crash severity for all involved. It involves a multidisciplinary approach between various stakeholders to ensure that everyone has the right to move safely within their communities. This same initiative is also addressed by the Federal Highway Administration through the Safe System Approach which refocuses transportation system design and operation to human mistakes and lessening crash severity.

Crash Characteristics

- » 44 percent of crashes occurred at an intersection or were intersection-related
- » 18 percent of crashes were related to driveway access
- » 55 percent of crashes occurred during morning and evening commute times
- » 10 percent of crashes occurring between 5PM - 6PM
- » 38 percent of crashes are rear-end crashes

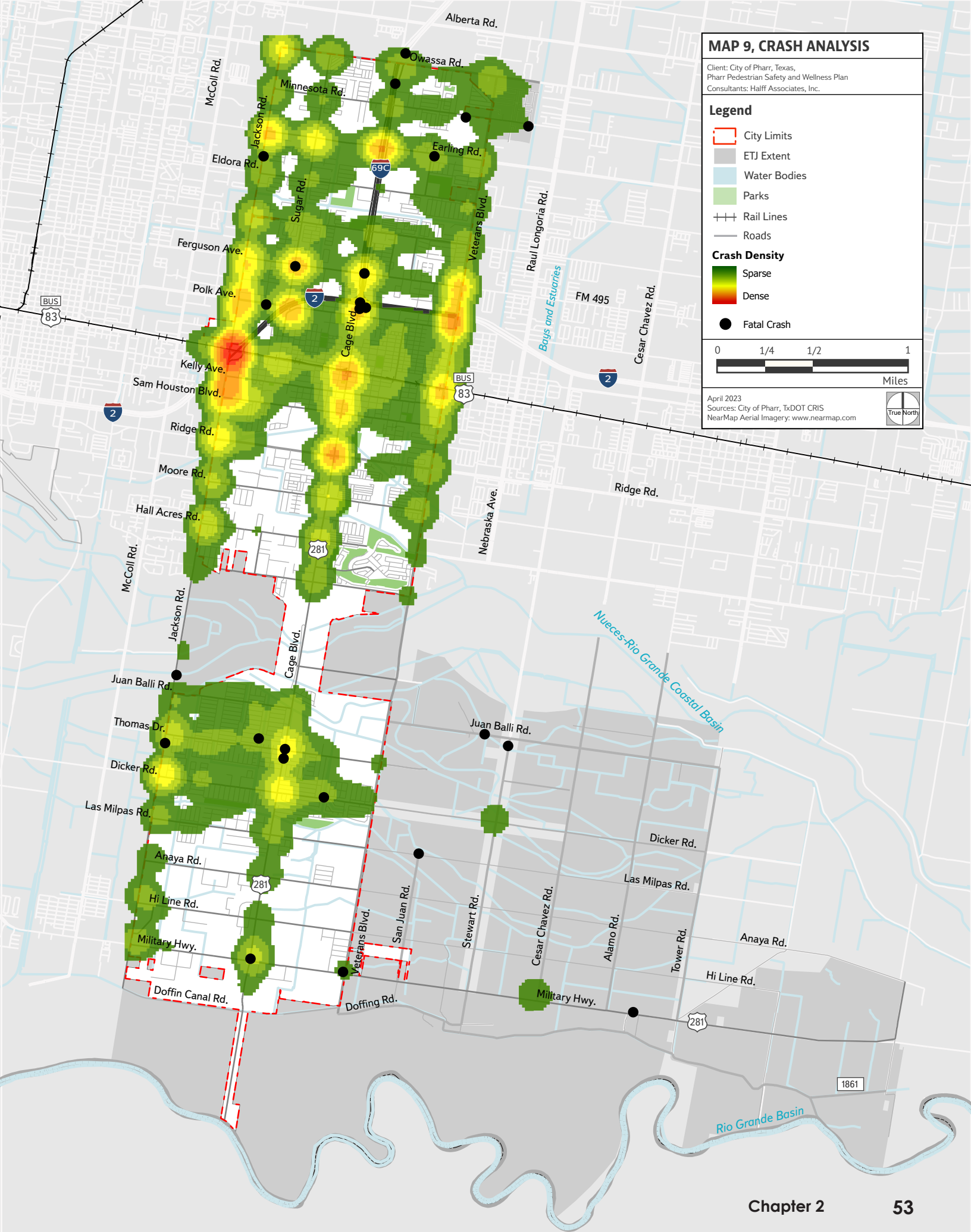
Top Five Contributing Factors

- » Failed to control speed (32%)
- » Failed to yield right-of-way: private drive (7%)
- » Changed lane when unsafe (6%)
- » Backed without safety (6%)
- » Failed to yield right-of-way: turning left (5%)

Top Three Other Contributing Factors

- » Slowing/stopping for officer or traffic control (25%)
- » One vehicle leaving driveway (21%)
- » Vehicle changing lanes (11%)

Community feedback during public engagement events also indicated the perceived risks of walking and cycling in Pharr. Perceived risks are situations where pedestrians or cyclists feel exposed to vehicular threats, whether it be related to traffic conditions, neighborhood locations, or the built environment. As seen in both vehicular and pedestrian/cyclists crashes, speed along roadways was a contributing factor. Speed limits should indicate the intended design speed for a roadway in relation to its land use context and community character. Speeds have a significant impact on roadway safety and often high-speed corridors are often less enjoyable places to travel. Sidewalks, as well as bicycle lanes, that are directly adjacent to high volumes of fast-moving traffic are uncomfortable, and the risk of injuries and fatalities significantly increases with higher travel speeds.

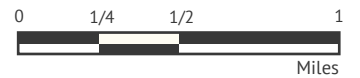


MAP 9, CRASH ANALYSIS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads
- Crash Density**
 - Sparse
 - Dense
- Fatal Crash



April 2023
Sources: City of Pharr, TxDOT CRIS
NearMap Aerial Imagery: www.nearmap.com



Crash rates were calculated at both the corridor and intersection level to provide additional analysis and justification to the crash density map. A crash rate is the number of crashes that occur at a given location compared to the traffic volume. Many roadway corridor segments in the City of Pharr have a crash rate that is significantly higher than the statewide average. Roadways such as Cage Boulevard and Jackson Road have wide roadbed widths that may encourage speeding or inattention to surroundings, resulting in high concentrations of severe crashes at intersections or driveway entrances and exits.

Corridors

- » Kelly Avenue from Jackson Road to Petunia Street
- » Minnesota Road from Jackson Road to Sugar Road
- » Jackson Road from West Ridge Road to West Polk Avenue

Intersections

- » Jackson Road at US 83
- » Jackson Road at West Kelly Avenue
- » US 281/Cage Boulevard at Ridge Road
- » Sugar Road at Polk Avenue
- » Jackson Road at Polk Avenue



Emergency personnel responding to an accident at U.S. BUS 83 and Cage Boulevard
Source: Halff Associates

Pedestrian/Cyclist Involved Crashes

People tend to use different streets when walking or cycling compared to driving to destinations. This results in slightly different travel patterns and crash hot spots for pedestrian and cyclists. Between 2017 and 2022, there were 55 pedestrian and 34 cyclists involved crashes along roadways in the City of Pharr. A total of five crashes were fatal along with 17 that were serious injury crashes. Of the 34 crashes involving cyclists, only six occurred along designated bicycle routes. This indicates the need for an expanded bikeway network to ensure safe travel for cyclists.

Crash Characteristics

- » 80 percent of persons involved in pedestrian and cyclist crashes were male
- » 21 percent of person involved in cyclist crashes were between the ages of 11 to 20 years old
- » 24 percent of persons involved in pedestrian crashes were younger than 15 years old
- » 45 percent of pedestrian and cyclist crashes were at an intersection, intersection-related or were due to driveway access points
- » 30 percent of crashes occurred along roadways with speed limits of 35 miles per hour or greater

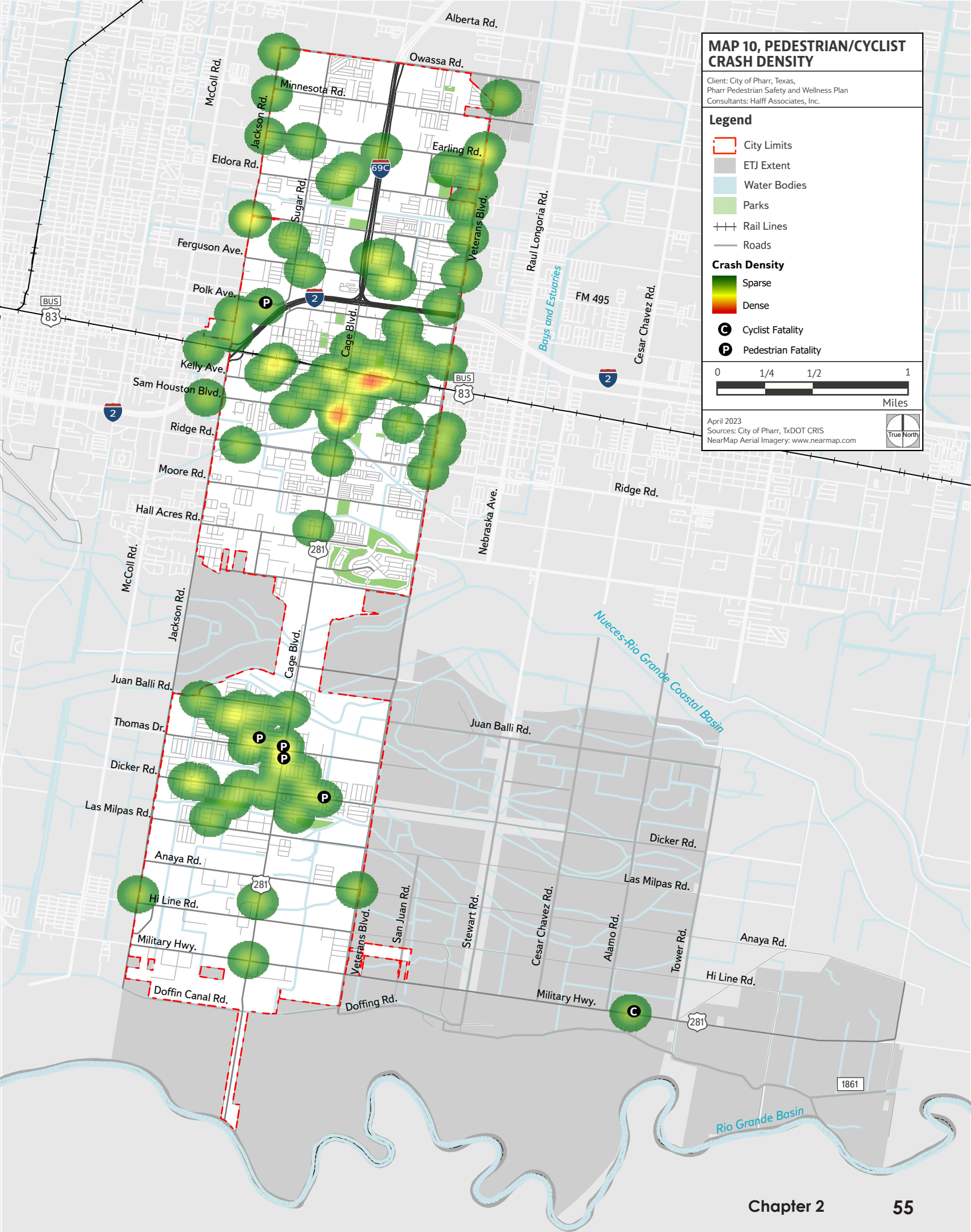
Top three contributing factors (pedestrian):

- » Pedestrian failed to yield right-of-way (40%)
- » Driver failed to yield right-of-way (13%)
- » Failed to control speed (11%)

Top three contributing factors (cyclist):

- » Disregard stop sign or signal (17%)
- » Driver inattention; failed to stop at proper place (15%)
- » Driver failed to yield right-of-way (14%)

As represented on the following page, Map 10, *Pedestrian/Cyclist Crash Density*, segments of Cage Boulevard in south and central Pharr have the highest concentrations of pedestrian- and cyclist-involved crashes. Corridors with high concentrations of pedestrian and cyclists crashes occurred along roadways that also have gaps or discontinuous sidewalk or bicycle facilities. Cage Boulevard, Dicker Road, and U.S. Business 83 were corridors that represented the most pedestrian and cyclist crashes.



**MAP 10, PEDESTRIAN/CYCLIST
CRASH DENSITY**

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads

Crash Density

- Sparse
- Dense

Crash Type

- Cyclist Fatality
- Pedestrian Fatality

0 1/4 1/2 1
Miles

April 2023
Sources: City of Pharr, TxDOT CRIS
NearMap Aerial Imagery: www.nearmap.com

WALKING AND CYCLING CONDITIONS

The City of Pharr has more than 120 miles of sidewalk infrastructure and 16 miles of bicycle facilities providing connectivity to various destinations throughout the city. Whether walking or cycling for leisure and recreation or to commute to and from school, work, or the grocery store, safe and accessible infrastructure must be provided to facilitate this form of non-motorized travel.

DEMAND ASSESSMENT

To better understand how existing pedestrian and bicycle infrastructure support residential neighborhoods and retail businesses, a Demand Assessment was compiled for the City of Pharr. This Demand Assessment identifies locations throughout the city that may be attractors for residents and visitors. Locations include parks and recreational facilities, community centers, schools, religious, and educational facilities, retail businesses, restaurants, and entertainment venues. This assessment can be used to inform regular prioritization and maintenance of pedestrian and bicycle infrastructure along with supporting elements like traffic calming measures and intersection treatments that can be incorporated into annual budgeting.

Population and employment data were calculated using block group level data from the American Community Survey (ACS) 2016-2020 and business size location data from ESRI Business Analyst. Table 2.24, *Demand Assessment Metrics*, defines the locations and metrics used to determine pedestrian and bicycle demand.

Table 2.24, Demand Assessment Metrics

Location	½ Point	1 Point
Parks and Recreational Facility*	Lower share of population within one half-mile of a park	Higher share of population within one quarter-mile of a park
Community Centers	Lower share of employees and population within one half-mile	Higher share of employees and population within one quarter-mile
School, Religious, and Other Educational Facilities*	Lower share of enrollment and number of employees	Higher share of enrollment and number of employees
Retail Businesses	Lower share of employees and population within one half-mile	Higher share of employees and population within one quarter-mile
Restaurants and Entertainment Venues	Lower share of employees and population within one half-mile	Higher share of employees and population within one quarter-mile
Demand Score	2.5	15.5

*Parks and schools were weighted by five additional points due to the expressed need for improved connectivity to these locations by the community.

Demand Assessment Methodology

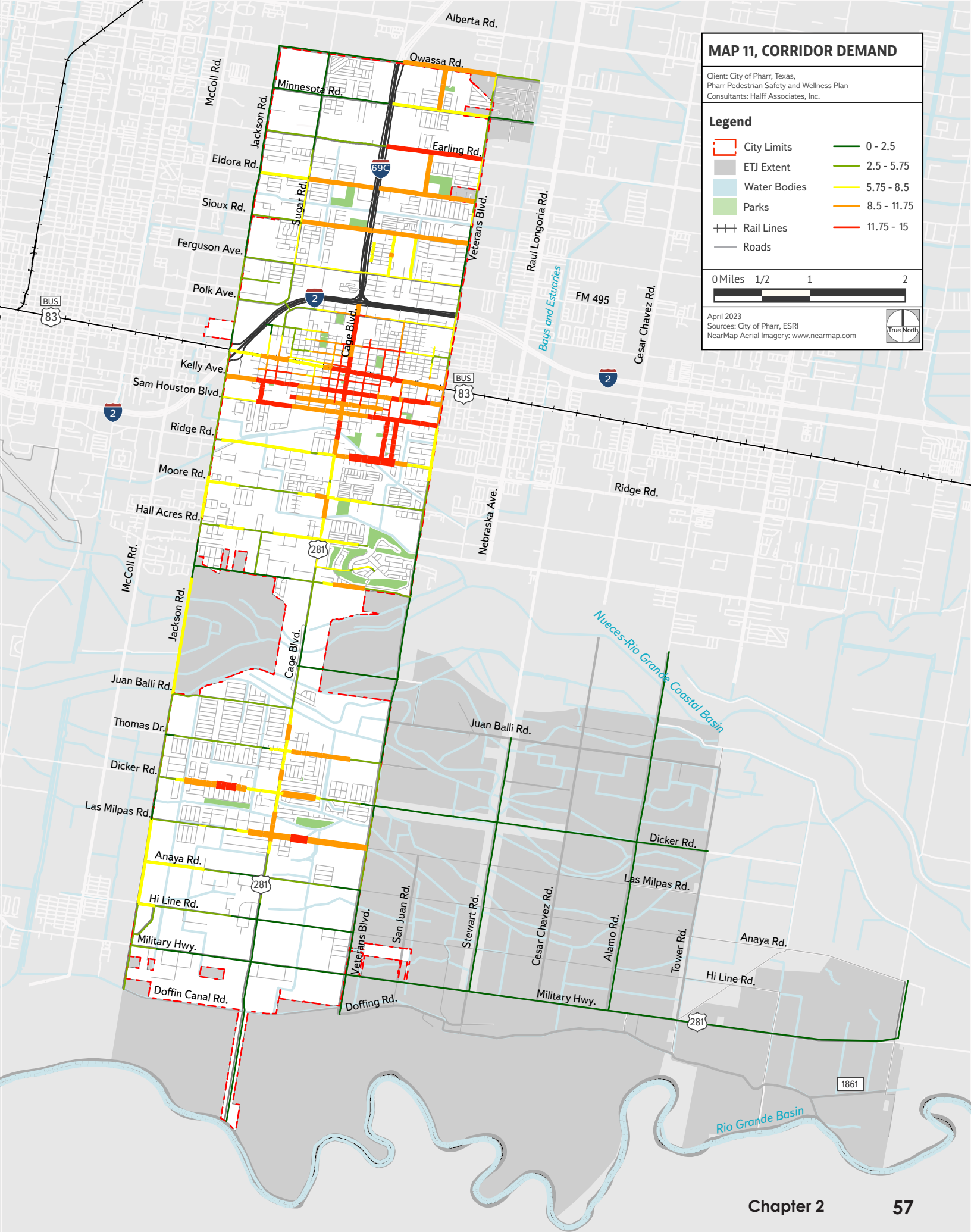
Data from each location as well as associated metric was compiled into an overall Demand Score. Retail businesses and restaurant venues were classified by major retail if the employment size was greater than 25 or if it was located within major shopping centers in Pharr. If businesses had less than 25 employees and was not a location that would generate increased pedestrian or bicycle trips, they were classified as minor businesses.

Roadways that are within one-quarter mile of a destination were awarded one point and roadways within one-half mile were awarded one-half point, with parks and schools weighted by five additional points and minor retail destinations reduced by 50 percent, for a total of 15.5 possible points.

As represented in Map 11, *Corridor Demand*, a corridor analysis was created to represent sections of major roadways that could facilitate pedestrian and bicycle travel to area destinations. While corridors with shopping centers such as Pharr Town Center and Ridge Crossing Shopping Center do not appear to score highly on the map, these locations were identified as desirable destinations due to the types of businesses within each shopping center.

Demand Assessment Focus Areas

- » Pedestrian crossings at intersections, particularly along Interstate 2 and U.S. 281/Interstate 69C, should be prioritized to facilitate movement of pedestrians and cyclists.
- » As the city defines its priority corridors, consideration should be given to schools and park facilities. Walking and cycling trips may be different for each location, however, a connected network would facilitate movement to all destinations.



MAP 11, CORRIDOR DEMAND

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- | | | | |
|--|--------------|--|-------------|
| | City Limits | | 0 - 2.5 |
| | ETJ Extent | | 2.5 - 5.75 |
| | Water Bodies | | 5.75 - 8.5 |
| | Parks | | 8.5 - 11.75 |
| | Rail Lines | | 11.75 - 15 |
| | Roads | | |

0 Miles 1/2 1 2

April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



HEALTH AND WELLNESS IMPACT ASSESSMENT

Utilizing data from the 2016-2020 ACS and CDC PLACES Model, a Wellness Index was created for the City of Pharr. This Wellness Index aims to represent health and wellbeing of Pharr residents through measures related to transportation access, financial resources, and health outcomes. In particular, the Wellness Index compares conditions for seven indicators in each Census block group that is located entirely or partially within city limits against average conditions across the Rio Grande Valley. The Wellness Index results in a composite score for each geographic area that highlights the locations where investments in bicycle and pedestrian infrastructure would be most beneficial. The Wellness Index is incorporated into the Pedestrian Safety and Wellness Plan as a tool for ranking and prioritizing bicycle and pedestrian improvements.

Table 2.25 below defines the seven indicators used in the Wellness Index and provides the average regional values for the Rio Grande Valley against which the block groups within the City of Pharr are compared.

Table 2.25, Wellness Index Indicators and Score

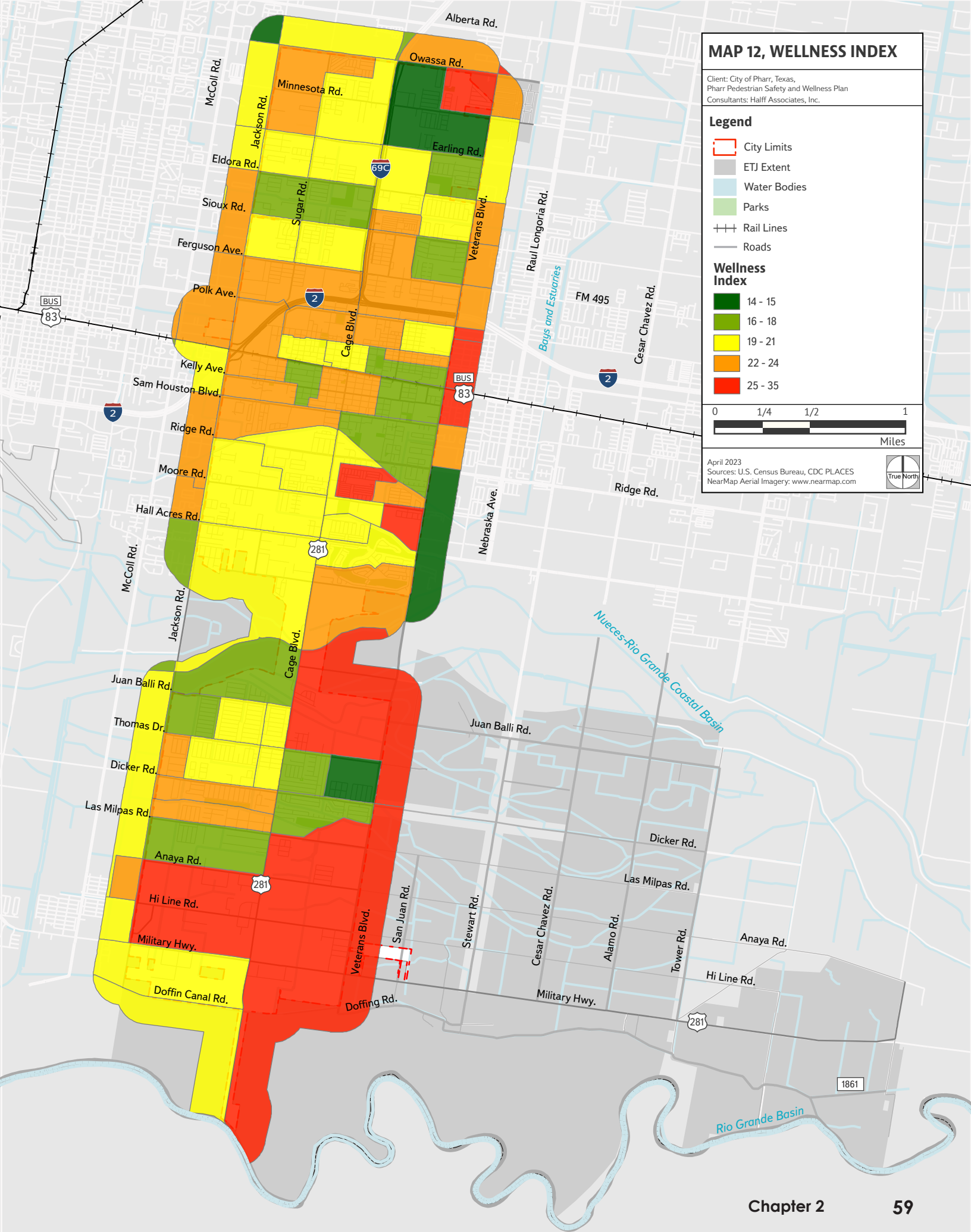
Indicator	1 Point	5 Points
Total Non-SOV Commuters	Lower share of commuters that rely on modes other than single-occupancy vehicles	Higher share of commuters that rely on modes other than single-occupancy vehicles
Youth Population	Lower share of residents below the age of 18	Higher share of residents below the age of 18
Senior Population	Lower share of residents above the age of 65	Higher share of residents above the age of 65
Vehicle Access (Low or No)	Lower share of access to vehicles than the regional average	Higher share of access to vehicles than the regional average
Access to Healthcare	Lower share of populations without health insurance	Higher share of populations without health insurance
Median Household Income	Household income <i>above</i> the median value for the region	Household income <i>below</i> the median value for the region
Obesity Rates	Lower rates of obesity than regional average	Higher rates of obesity than regional average
Wellness Index Score	7	35

Wellness Index Methodology

The data for each criterion in the Wellness Index are compared to the regional average across the Rio Grande Valley (comprised of Starr, Hidalgo, and Cameron Counties). Relative need for each criterion is based on a percent difference between the conditions in an individual block group compared to the regional average. Point values for each criterion are assigned on a scale from one to five, with the most points assigned to block groups with the highest need or greatest deficiency relative to the regional average. For example, the assessment of median household income is based on the difference between the median household income for an individual block group minus the median household income for the larger region. Negative values indicate a block group has a median household income that is below the regional average. The greater the percent difference between the individual block group and the regional average, the higher the number of points awarded (up to five). Block groups where conditions are favorable compared to the regional average receive the fewest points.

Points are assigned for each of seven indicators; the composite value is the Wellness Index score. Percent difference data by criterion for each block group are classified into five tiers using natural breaks. This process of comparing conditions in each block group to regional averages allows for a normalization across data types. Those relative values are then tiered into five groups and assigned a value to indicate least to most in need of active transportation enhancements.

Map 12, *Wellness Index* depicts the composite scores for all seven components of the Wellness Index. For each block group, scores for individual indicators (from one to five) are added together to create a composite score with a theoretical range between seven and 35. Higher scores, shown in red reflect areas with generally higher high financial stress, low vehicular access, greater dependence on walking or cycling, and/or worse health outcomes. Particularly high needs areas are concentrated in south Pharr and west central Pharr to the north of Sam Houston Ave.



MAP 12, WELLNESS INDEX

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- Rail Lines
- Roads

Wellness Index

- 14 - 15
- 16 - 18
- 19 - 21
- 22 - 24
- 25 - 35



April 2023
Sources: U.S. Census Bureau, CDC PLACES
NearMap Aerial Imagery: www.nearmap.com



PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS

Level of traffic stress (LTS) analysis identifies the stress of street networks for people bicycling based on the built environment, traffic speed, and traffic volume characteristics. The methodology used by the project team for the City of Pharr Pedestrian Safety and Wellness Plan is adapted from criteria published by the Mineta Transportation Institute (MTI).⁹ The LTS analysis scores streets on a scale from 1 to 4, with LTS 1 and 2 indicating low and lower stress and LTS 3 and 4 indicating higher levels of stress.

Though the methodology applied for this analysis was developed specifically to consider the types of bicyclists who would feel comfortable riding on a particular facility, the analysis provides an indication of the level of stress that other non-motorized road users, including pedestrians, may experience since lower stress bikeways are the result of more moderate speeds and traffic volumes. In addition, wider or separated bikeways provide separation between motorists and pedestrians.

⁹ Furth (2017). Level of Traffic Stress. Available at: www.northeastern.edu/peter.furth/criteria-for-level-of-traffic-stress

Methodology

Map 13, *Level of Traffic Stress*, represents the LTS analysis applied to the entire street network and off-street path system for the City of Pharr, resulting in a comfort level based on facility type and roadway conditions. Table 2.26 represents the “mixed traffic” criteria present along many of the City’s roadways as there is no separation between moving traffic and bicyclists. Table 2.27 displays LTS criteria for bike lanes and shoulders that are not located alongside on-street parking (which reflects all existing bikeways in Pharr). Shoulders that are 4 feet or wider are considered as equivalent to bike lanes regardless of whether or not there are pavement markings or signage.

Multi-use trails, sidepaths, and protected bike lanes are by definition considered low stress facility types though high speeds and traffic volumes along parallel routes may affect user comfort levels. An assumption inherent in the LTS methodology is that protected bike lanes feature adequate physical separation between bicyclists and motorists and that the design ensures motorists do not encroach upon the bike lane. Other factors that are difficult to measure in LTS analysis are conflicts with turning movements associated with driveways and site access points.

Table 2.26, LTS Criteria for Roads with Mixed Traffic

Number of lanes	ADT	Posted Speed Limit						
		≤ 20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2-way street (no centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501+	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Table 2.27, LTS Criteria for Bike Lanes and Shoulders Not Adjacent to a Parking Lane

Number of lanes	Bike lane width from curb (include marked buffers)	Posted Speed Limit					
		≤ 25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
1 thru lane per direction, or with no centerline	6+ ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3
	4 or 5 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	6+ ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	4 or 5 ft	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
3+ lanes per direction	any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

MAP 13, BICYCLE LEVEL OF TRAFFIC STRESS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Extent
- Water Bodies
- Parks
- +++ Rail Lines
- Roads

Comfort Score

- Lowest Stress
- Low-Medium Stress
- Medium-High Stress
- Highest Stress



April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



Existing Conditions

The limited network of existing bikeways means that most collector and arterial roads feature LTS values of 3 and 4, meaning they would be uncomfortable for most users. Where bike lanes are present, such as Cage Blvd and Ferguson Ave, and roads with bikeable shoulders, such as portions of Veterans Blvd, high speed limits and traffic volumes offset the benefits of having dedicated infrastructure. User comfort levels are further affected by the fact that motorists often use the bike lanes for turning or passing (a fact that is not reflected in the LTS scores). Despite being among the denser parts of Pharr with the greatest concentration of destinations, numerous roads in Central Pharr to the north of Sam Houston Blvd feature high stress levels.

Neighborhood roads feature a speed limit of 30 MPH, which is considered high for most bicyclists to feel comfortable when sharing the roadway with motorists, and results in an LTS 2 value. The most notable low stress facility is the Precinct 2 Hike & Bike Trail, which features LTS 1 and provides a model for the type of bikeway that should be pursued.

REGULATORY ENVIRONMENT

The purpose of this section is to evaluate Pharr's Code of Ordinances (the "Code") with a particular emphasis on pedestrian infrastructure, including sidewalks, trails, and cycling lanes. Municipal policies dictate the provision, or lack, of pedestrian infrastructure, which in turn influences where people go, how they get there, and what is available to them when they arrive. When pedestrian networks provide multiple, continuous, and safe routes to densely located destinations, people are much more likely to walk, roll, cycle or use transit than drive. Incomplete sidewalks, utility placement, road hazards, dangerous crosswalks, steeply tilted curb ramps, and commercial driveway entrances prevent uninterrupted pedestrian travel.

For example, the minimum base sidewalk width in Pharr is four feet wide, but the effective width may be narrowly pinched by parking meters, street furniture, power poles, bus stops, waste baskets, parked vehicles, bike racks, street tree grates, or other obstructions. To use another example, when there are no direct pedestrian routes to schools, children are less likely to walk when their school is further away from home. Establishing healthy behaviors early in childhood leads to better health outcomes in adolescence and adulthood.

Alternatively, by using municipal regulations to encourage a variety of small businesses and services within a close proximity to homes and residential areas, the social and economic framework that supports a vibrant pedestrian realm becomes viable.

Code Sections Reviewed

The following sections of the Code were analyzed for their impact on pedestrian safety and wellness:

- » Chapter 14 - Amusements and Entertainments
- » Chapter 22 - Buildings and Building Regulations
- » Chapter 38 - Community Development
- » Chapter 90 - Parks and Recreation
- » Chapter 98 - Planning
- » Chapter 114 - Streets, Sidewalks, and Other Public Spaces
- » Chapter 118 - Subdivisions
- » Chapter 126 - Traffic and Vehicles
- » Chapter 134 - Vegetation
- » Appendix A - Zoning



Residential subdivision at E. Minnesota Road and N. Fir Street
lack sidewalk infrastructure along the perimeter
Source: NearMap

Summary and Key Takeaways

An enjoyable and comfortable walk or bike ride experience is dependent on much more than just the provision of sidewalks or cycling lanes because the pedestrian realm entails streetscape proportions, aesthetics, wayfinding, shade, and feeling safe and secure during travel. Observations on the relationship between surrounding land uses and built character relative to the pedestrian environment are woven throughout this report and subsequent sections.

- » Pharr is undergoing fringe growth in conventional subdivision development patterns that will necessitate automobile ownership, decrease pedestrian accessibility, and may inadvertently contribute to poor public health outcomes in the absence of pedestrian and cyclist infrastructure.
- » The Code does not sufficiently address sidewalk, trail or cycling lane regulations or design standards. Given the absence of trail or cycling lane design standards, these must be developed.
- » Consider all user groups and types – skateboards, micromobility (electric scooter or bicycle rentals), etc. Include language in recommendations about where these devices can promote organization and usage of the pedestrian network



Source: Halff Associates

DANGEROUS BY DESIGN 2022

Smart Growth America's *Dangerous by Design 2022* report provides the most up-to-date look at how dangerous state and metro areas are for people walking or cycling and sheds light on the deadliest places in the United States based on traffic fatalities from 2016 to 2020. *Dangerous by Design* takes a close look at how roadway design impacts pedestrian safety. When streets are designed for vehicle speed, pedestrians and other road users pay the price. According to Smart Growth America, the COVID-19 pandemic magnified these consequences for pedestrians; as driving decreased, congestion lowered, and vehicles were no longer hindered by high traffic volumes. Smart Growth America's analysis shows that walking increased everywhere during the pandemic, and in 2020, fatality rates increased the most on average in metro areas where less people were walking before the pandemic. This data further expresses the demand for safe pedestrian infrastructure in areas that are lacking. Although everyone is affected by dangerous street design in some way, the burden is not shared equally. Streets that are designed for high-speed travel and lack pedestrian safety features such as crosswalks, signals, and sidewalks do not encourage walking and bicycling and decrease safety for all road users.

WHAT CAN BE DONE?

To lower the rate of pedestrian and cyclist fatalities on dangerous streets, *Dangerous by Design* offers recommendations for city, state, and federal governments to improve streets for all users – not just vehicle drivers.

These recommendations include:

1. Analyze where the worst streets are and who needs to be in the room for change.

The most dangerous streets are the big, fast, wide streets designed for cars to run at expressway speeds through cities and towns. By analyzing where the most dangerous streets in a city are, practitioners and policymakers gain two valuable tools: a prioritization list of where to save the most lives and improve equitable outcomes, and data-based evidence that can be presented to decision-makers to make the case for redirecting resources where they are needed.

2. Reset speed limits to be compatible with human

life. Speed is the primary factor determining whether someone will live or die in a traffic crash. Safer speed limits, even in the absence of other interventions, can improve safety for all roadway users. However, safer speed limits influence street design. In many places, options for how streets can be designed is limited by the posted speed limit of the street.

3. Use proven street designs that save lives and

make places more vibrant. There is a robust, proven toolbox of design approaches that can be used to make streets safer including narrowing traffic lanes and turn radii, adding curb extensions, chicanes, raised crosswalks, pedestrian refuge islands and high visibility crosswalks, and ensuring sidewalks and bikeways are robust, connected, and accessible. In most places, these safety enhancements produce almost immediate results – cities see significant drops in fatalities and injuries in the places they have redesigned the street.

4. Document results, iterate, and share them out.

Documenting the conditions on the street, including before-and-after photos, traffic speeds, the number of people walking and cycling on a street, transit ridership, crashes, severe injuries, and fatalities, can build the case to engineers, residents, and officials for design interventions that make streets calmer, safer, and more pleasant places to be.

3

STRATEGIES AND RECOMMENDATIONS

Hidalgo County Precinct 2 Hike & Bike Trail
Source: Halff Associates

INTRODUCTION

Chapter 3, *Strategies and Recommendations*, proposes actionable steps to address the needs and community interests regarding pedestrian and bicycle infrastructure improvements that were identified through the public engagement process and through the analyses conducted in Chapter 2, *Community Assessment Overview*. This section of the Plan identifies principal bicycle and pedestrian routes; provides facility suggestions that may enhance the cycling and walking experience in Pharr; considers corresponding adjustments to City ordinances and design guidelines; and highlights priority corridors and design concepts for additional active transportation facilities.

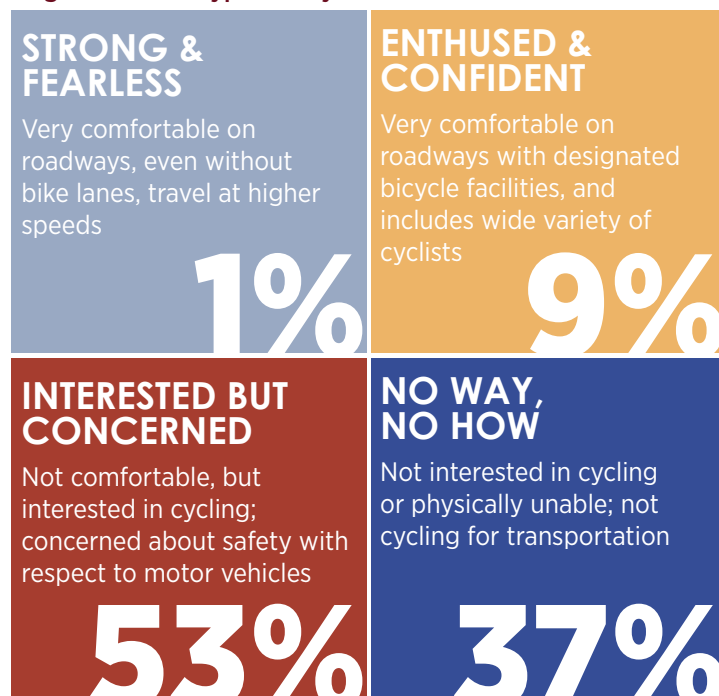
CYCLIST AND PEDESTRIAN CHARACTERISTICS

The intended user of the Pharr Pedestrian Safety and Wellness Plan is not limited to a specific group or demographic of the population. Bicycle and pedestrian facility recommendations must be made to meet the needs of all ages and abilities. An assessment of what the right facility application should be will often be determined through a user's perception of safety and comfort – a sense that is not universal. Understanding the characteristics of likely user groups helps to identify appropriate bicycle or pedestrian facilities for different locations throughout the community.

Cyclists

Research over the last decade has evaluated how to classify the general population into different types of cyclists. The American Association of State Highway Transportation Officials (AASHTO) classifies cyclists by ability and interest, referring to cyclists as either “casual and less confident,” or “experienced and confident.” Another cyclist assessment study was conducted by the University of Portland Transportation Research and Education Center (TREC) and identifies the percentage of the population that would fall into the following cyclist types: “strong and fearless,” “enthused and confident,” “interested but concerned,” and “no way, no how.” Understanding the different types of cyclists as presented in Figure 6 provides context to determine who will likely benefit from implementation of a connected bicycle network in the City of Pharr.

Figure 6: Four Types of Cyclists



Pedestrians

The willingness of people to walk is often reflective of the distance to their destination. At shorter distances, people are more likely to make trips by foot than by car. However, the creation of attractive pedestrian environments may generate more pedestrian trips. Safety, or the perception of safety, is also a concern for pedestrians. During public engagement, many community members attributed their reluctance of utilizing pedestrian facilities to the lack of safety from other roadway users as well as little connectivity to area destinations. However, a majority of community survey respondents stated they are extremely interested in walking or cycling around Pharr more than they do now.

Factors that affect the comfort level of the pedestrian environment include:¹⁰

- » Continuous and connected pedestrian facilities that are adequately separated from fast-moving vehicular traffic
- » Safe and convenient street crossings
- » A good mix of land uses
- » Pedestrian-scale lighting and development
- » A pleasant visual environment



¹⁰ AASHTO, Guide for the Planning, Operation, and Design of Pedestrian Facilities

FACILITY TOOLBOX

The active transportation network is comprised of a variety of facility types. Although “best practices” exist for bicycle and facility design, local conditions will require flexibility in how they are applied within Pharr’s roadway and non-roadway corridors.

This section contains design descriptions and critical elements for the design and development of pedestrian and bicycle projects. This includes bikeway corridors, intersection treatments, and other elements and amenities that will be the basis to improve the walking and cycling experience in Pharr. The design and function of pedestrian and bikeway projects greatly impacts the user experience. The design considerations described here outline project approaches that improve level of comfort, which is important for attracting people of all ages and abilities.

On-Street Facilities



SHOULDER BIKE LANE

Bike lanes designate an exclusive space for cyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. According to TxDOT’s Bicycle Accommodation Design Guidance, bike lanes can be implemented on roadways with traffic volumes less than 6,000 vehicles per day and speeds lower than 30 MPH.

Cost: \$15K - \$95K/Mile*



BUFFERED BIKE LANE

Buffered bike lanes are conventional bike lanes paired with a painted buffer space separating the bicycle lane from the adjacent motor vehicle travel and/or parking lane. According to NACTO, buffers should be at least 18 inches wide. TxDOT’s Bicycle Accommodation Design Guidance recommends buffered bike lanes in lieu of conventional bike lanes along roadways with traffic volumes less than 6,000 per day and speeds lower than 30 MPH.

Cost: \$35K - \$100K/Mile*



PROTECTED BIKE LANE

A protected bike lane is a bicycle lane that is physically separated from the adjacent motor vehicle traffic by vertical elements in the street buffer. Vertical elements separating the bike lane from the travel lane may include continuous raised medians, flexible posts, intermittent concrete curbing, or parking lanes. According to TxDOT, raised medians, curbs, or other low-profile, hard separators on protected bike lanes should only be used in locations with speeds of 45 MPH or less. Elements such as flexible posts or crashworthy barriers are allowable for high-speed roadways.

Cost: \$80K - \$300K/Mile*



BICYCLE BOULEVARD/BIKE ROUTE

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle boulevards use signs, pavement markings, and speed and volume management measures to discourage high-speed trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. TxDOT recommends bicycle boulevards or bike routes along roadways with traffic volumes less than 3,000 per day and speeds lower than 25 MPH.

Cost: \$300/marketing*

***Represents Order of Magnitude costs, amount subject to change.**

Off-Street Facilities



Source: Burke Engineering

SIDEPATH

A sidepath is a physically separated, bi-directional, shared use path located adjacent and parallel to a roadway. To accommodate two-way travel of both pedestrians and cyclists, AASHTO recommends sidepaths to be a minimum of 10 feet wide. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-street facilities in heavy traffic environments; allow for reduced roadway crossing distances; and maintain community character. TxDOT recommends sidepaths to be implemented on roadways with traffic volumes exceeding 7,000 per day and speeds greater than 30 MPH.

Cost: \$600K/Mile*



Source: Halff Associates

MULTI-USE TRAIL

Multi-use trails are separated corridors used for walking, running, cycling or other forms of non-motorized active transportation. Multi-use trails may be placed adjacent to roadways like sidepaths, but are typically found within public right of way, drainage easements, decommissioned rail corridors, other utility corridors, or areas within parks. Multi-use trails are attractive options for those walking or cycling for leisure or for longer trips. Multi-use trails can provide a bypass around major barriers such as freeways or railroads.

Cost: \$700K/Mile*

Intersection and Crossing Treatments



Source: City of Orlando, FL

MID-BLOCK CROSSINGS

Mid-block crossings provide pedestrians a designated place to cross a street when intersections are spaced too far apart. According to the Federal Highway Administration (FHWA), over 75 percent of accidents involving pedestrians occur at non-intersection locations. Installation of mid-block pedestrian crossings account for a 56 percent reduction in pedestrian crashes. Mid-block crossings can also be accompanied by curb extensions or bulb outs to help slow vehicular travel speeds and provide shorter crossing distances.

Cost: \$3K - \$6K/Crossing*



Source: NACTO

PEDESTRIAN REFUGE ISLANDS

Pedestrian refuge islands are medians with a refuge area that are intended to protect pedestrians who are crossing a multilane road. In some cases, pedestrian refuge islands can reduce the crossing distance and allow for pedestrians to cross traffic moving at one direction at a time. Pedestrian refuge islands are recommended for pedestrian crossings on roads with four or more travel lanes, especially where speed limits exceed 35 MPH or traffic volume is 9,000 or higher.

Cost: \$6K - \$150K/Crossing*



Source: NACTO

PEDESTRIAN CROSSWALKS

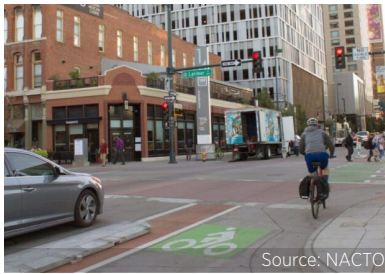
Historically, many crosswalks are designed using inadequate, narrow striping, setbacks, deviations from the pedestrian walkway, and intimidating crossing distances. Crosswalks should be designed to offer as much comfort and protection to pedestrians as possible, while facilitating efficient pedestrian travel. Marked crosswalks that are properly placed can encourage pedestrians to walk at preferred crossing locations and increase the visibility of a pedestrian crossing. Overall safety improves when coupled with other crossing treatments.

Cost: \$300/Traffic Lane Crossed*

*Represents Order of Magnitude costs, amount subject to change.

Intersection and Crossing Treatments for Bicycles

Many bicycle lanes in the City of Pharr terminate at an intersection and the facility turns into a right-turn lane for vehicles, requiring the cyclist to enter the drive lane to cross the street. Turning vehicles present a specific and outsized risk to cyclists and cities can design safer intersections by reducing turn speeds, making bikes visible, and giving bikes clearer priority over the turning vehicles. Implementing bicycle lane direction lines, signage, and lane markings can help clarify confusion and mitigate potential bicycle and vehicle collisions. The City should work towards connecting all bicycle lanes or connections to eliminate dead-end routes. Possible improvements to intersections include:



DEDICATED INTERSECTIONS

At dedicated intersections, the bikeway is located in front of the parallel motor vehicle traffic, bringing attention to the cyclist in the intersection. Unlike conventional bike intersections, cyclists are not forced to merge into mixed traffic; instead, they are given a dedicated path through the intersection, and have the right of way over the turning motor vehicles.

Cost: \$500/Traffic Lane Crossed*



COMBINED RIGHT TURN/BIKE LANE

A combined right turn/bike lane places a bike lane within the inside portion of a dedicated vehicle turn lane and can be accomplished without widening the roadway. Shared lane markings or conventional bicycle stencils with a dashed line can delineate the space for cyclists and motorists within the shared lane or indicate the intended path for through cyclists. This should only be used in constrained situations where additional right-of-way is not available.

Cost: Varies*



INTERSECTION BIKE BOXES

The intersection bike box, a designated area on the approach to a signalized intersection, provides cyclists a space to wait in front of stopped motor vehicles during the red signal phase so that they are more visible to motorists at the start of the green signal phase.

Cost: \$2K - \$7K*



MINOR STREET CROSSINGS

Minor street crossings for bicycle boulevards typically involve the intersection of two residential or local streets with low motor vehicle volumes or speeds. At intersections with local streets and minor collectors, bicycle boulevards should have right-of-way priority to increase efficiency of the route. Neighborhood traffic circles can help direct vehicles where stop controls are not appropriate.

Cost: Varies*



LEADING BIKE INTERVAL (LBI)

A leading bike interval gives cyclists a head start in front of turning vehicles, providing a priority position in the right of way. The Leading Pedestrian Interval (LPI), which can accompany the LBI, is a proven measure to reduce serious crashes and injuries for pedestrians.

Cost: \$5K - \$10K*

***Represents Order of Magnitude costs, amount subject to change.**

Traffic Control Devices

This section provides background on various traffic control elements that have been developed to help direct motorist, cyclist, and pedestrian interactions. The goal of these facilities is to reduce the conflict between road users. This can be accomplished through increasing visibility, promoting awareness, and encouraging predictable travel behaviors.



SIGNAGE

The use of signage is important to pedestrians, cyclists, and motorists alike as it contributes to the communication of the demarcation of potential conflict areas. There are specific requirements for the use of signage for both pedestrian and bicycle traffic controls which promote uniformity and predictability for travel in the roadway. Both the FHWA and TxDOT Manual on Uniform Traffic Control Devices (MUTCD) identify the standards and requirements for signage for pedestrian and bicycle facilities.

Cost: \$200 - \$500/Sign*

Pavement Markings



Source: City of Corvallis, OR

BICYCLE ROAD MARKINGS

Bicycle markings are designed to identify the assigned paths for bicycle travel for all roadway users. The markings identify a portion of the roadway as a preferential bicycle delineated travel zone. This marking should be placed at the beginning of a bicycle lane and placed intermittently along the path of travel, between 100 linear feet and 400 linear feet depending on intersection and driveway spacing. Bicycle road markings are particularly important at approaches to an intersection and for intersection through movement. At many intersections in Pharr, such as Cage Blvd. and Ridge Rd., or Cage Blvd. and Dicker Rd., there is no indication of a transition zone to increase awareness for both cyclists and pedestrians.

Cost: \$200 - \$600*



Source: Schreder Lighting

PEDESTRIAN CROSSING MARKINGS

As with cyclists, the use of marked crossings is a successful tool in providing safe travel for pedestrians across roadways. As described on page 67, pedestrian crosswalks are commonly found at intersections as they provide other roadway treatments that control vehicle traffic. All signalized crossings should be striped as wide or wider than the walkway and aligned as close as possible with the pedestrian through zone. High-visibility ladder, zebra, or continental crosswalk markings should be used to increase visibility for all road users. Lighting and ADA compliant ramps should accompany crosswalk markings.

Cost: \$500/Traffic Lane Crossed*

*Represents Order of Magnitude costs, amount subject to change.

Signalization

Traffic signal design, timing optimization, pedestrian accessibility, and geometric enhancements are critical components to intersection operations. Traffic signals allow the shared use of road space by separating conflicting movements in time and allocating delay, and can be used to enhance the mobility and safety of some movements.

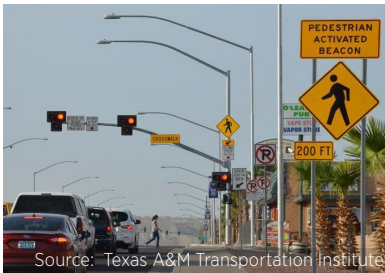


Source: City of Ocala, FL

TRAFFIC SIGNAL INSTALLATION

Traffic signals control the flow of traffic and provide sufficient time for pedestrians to cross the street. When installed at appropriate locations, they improve pedestrian safety while also reducing the severity and number of motor vehicle crashes.

Cost: \$200K - \$500K*

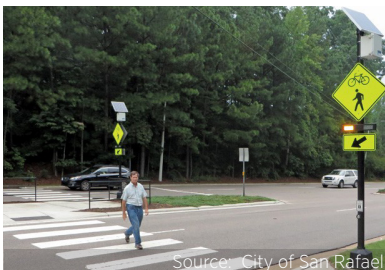


Source: Texas A&M Transportation Institute

PEDESTRIAN HYBRID BEACON

Also known as a High-Intensity Activated Crosswalk (HAWK) signal, Pedestrian Hybrid Beacons (PHB) are traffic control devices that increase motorists' awareness of pedestrian crossings at uncontrolled marked crosswalk locations. PHBs are different than pre-timed traffic signals and constant flash warning beacons because it is only activated by pedestrians when needed. Because PHBs remain unlit until activated by a pedestrian push button, they can help increase driver attention to pedestrians crossing the roadway and can reduce rear-end collisions. PHBs have been shown to significantly reduce pedestrian crashes. A FHWA study published in 2010 found that PHBs can reduce pedestrian crashes by 69 percent and total crashes by 29 percent.

Cost: \$20K - \$150K*



Source: City of San Rafael

RECTANGULAR RAPID FLASHING BEACON

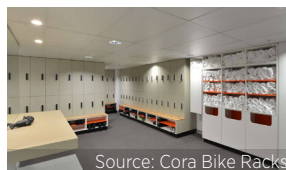
Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. This device includes two rectangular-shaped yellow lights that flash with high frequency when activated. RRFBs are particularly effective at multilane crossings with speed limits less than 40 MPH. According to the FHWA, RRFBs can reduce pedestrian-involved crashes by 47 percent.

Cost: \$4K - 25K*

End-of-Trip Facilities



Source: Ribtact



Source: Cora Bike Racks



Source: FutureCon



Source: FutureCon

END-OF-TRIP FACILITIES

End-of-trip facilities are designated places that support cyclists, joggers, and walkers in using alternatives ways to travel to work rather than driving or taking public transit. End-of-trip facilities typically include bike storage, showers and restroom facilities, bicycle repair stations and air pumps, E-bike charging, and bikeshare stations.

Cost: \$2K - \$20K*

*Represents Order of Magnitude costs, amount subject to change.

Traffic Calming

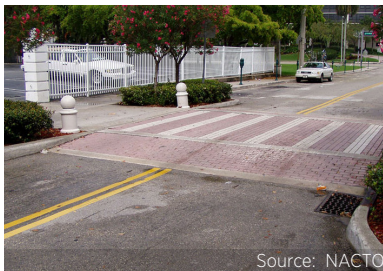
Traffic calming is a system of design and management strategies that aim to balance traffic on streets with other uses. Traffic calming includes techniques designed to lessen the impact of motor vehicle traffic by slowing it down and, in turn, making the road safer for non-motorized road users. Additional considerations regarding drainage must be included when designing for traffic calming devices.



SPEED CUSHIONS

Speed cushions are speed hump installations that include wheel cutouts to allow large emergency vehicles to pass unaffected while reducing passenger car speeds. Emergency vehicles and long-axle vehicles have a wider wheelbase than standard motor vehicles, allowing them to pass through speed cushions without delaying their response time. Speed cushions are effective on local and collector streets, where posted speeds do not exceed 30 MPH.

Cost: \$700 - \$2K*



SPEED TABLES

Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of three inches and a length of 22 feet. Speed tables may be used on collector streets and/or transit and emergency response routes with speeds ranging between 25 and 45 MPH, depending on spacing. Where a speed table coincides with a crossing or crosswalk, it should be designed as a raised crosswalk. According to NACTO, speed tables should not be applied on streets wider than 50 feet.

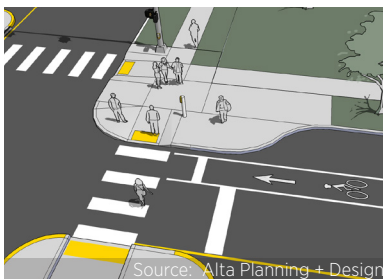
Cost: \$900 - \$2K*



SPEED HUMPS

Speed humps are vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads. Speed humps reduce speeds to 15-20 MPH, and despite their ability to reduce motor vehicle speeds, they are often not feasible on collector or arterial streets due to their impact on emergency response times.

Cost: \$2K - \$7K*



BULB-OUTS

Also known as curb extensions, bulb-outs visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for streetscape furnishings, benches, plantings, and street trees. Bulb-outs may be implemented on downtown and residential streets. Bulb-outs increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians. Additionally, bulb-outs tighten intersection curb radii and encourage slower vehicle turning speeds. Bulb-outs have several different treatments and applications, including mid-block crossings and at bus stops.

Cost: \$2K - \$20K*

*Represents Order of Magnitude costs, amount subject to change.

PROPOSED NETWORK IMPROVEMENTS

The proposed active transportation network is designed to enhance bicycle and pedestrian access to existing and future destinations in and around the City of Pharr and adjacent communities. The network is intended to promote cyclist and pedestrian safety, comfort, and connectivity, and serve all users regardless of age, ability, or interest. The following section of the Plan identifies principal bicycle and pedestrian routes and provides facility suggestions that may enhance the cycling and walking experience in Pharr. Upon completion, the full pedestrian and bicycle network will equal over 150 miles of new or improved infrastructure as well as 14 improved intersections to facilitate safe travel for all modes of transportation.

ACTIVE TRANSPORTATION FACILITY DESIGN GUIDANCE

A body of nationally recognized guidelines exist to direct the design and construction of the varying active transportation facilities that are necessary to accommodate safe bicycle and pedestrian travel in the City of Pharr. Cumulatively, these guidelines present facility design solutions for the respective contexts of the built environment – including urban, suburban, and rural environments. The facility design recommendations contained in this chapter are based on national and state best practices as well as community preference and form the basis for the recommendations contained in the Plan’s subsequent implementation program.

Recommended facility types were determined based on the 2021 TxDOT Bicycle Accommodation Design Guidance, as indicated in Figure 7, and the 2017 NACTO Designing for All Ages and Abilities Guidance manuals. Both documents outline best practices for high-comfort bicycle facilities based on roadway and traffic conditions.

When designing and constructing the bicycle and pedestrian facilities recommended in this section, the City of Pharr is encouraged to reference and utilize the most recent version of the following design manuals (if applicable):

- » AASHTO, Guide for the Development of Bicycle Facilities
- » FHWA, Manual on Uniform Traffic Control Devices for Streets and Highways
- » NACTO, Urban Bikeway Design Guide
- » NACTO, Urban Street Design Guide
- » TxDOT, Texas Manual on Uniform Traffic Control Devices
- » TxDOT, Bicycle Accommodation Design Guidance

Figure 7: TxDOT Bicycle Accommodation Design Guidance

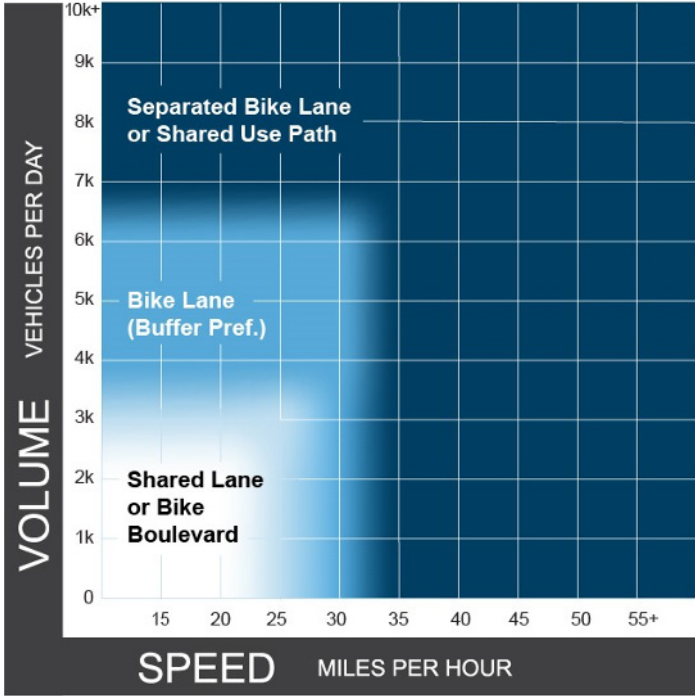
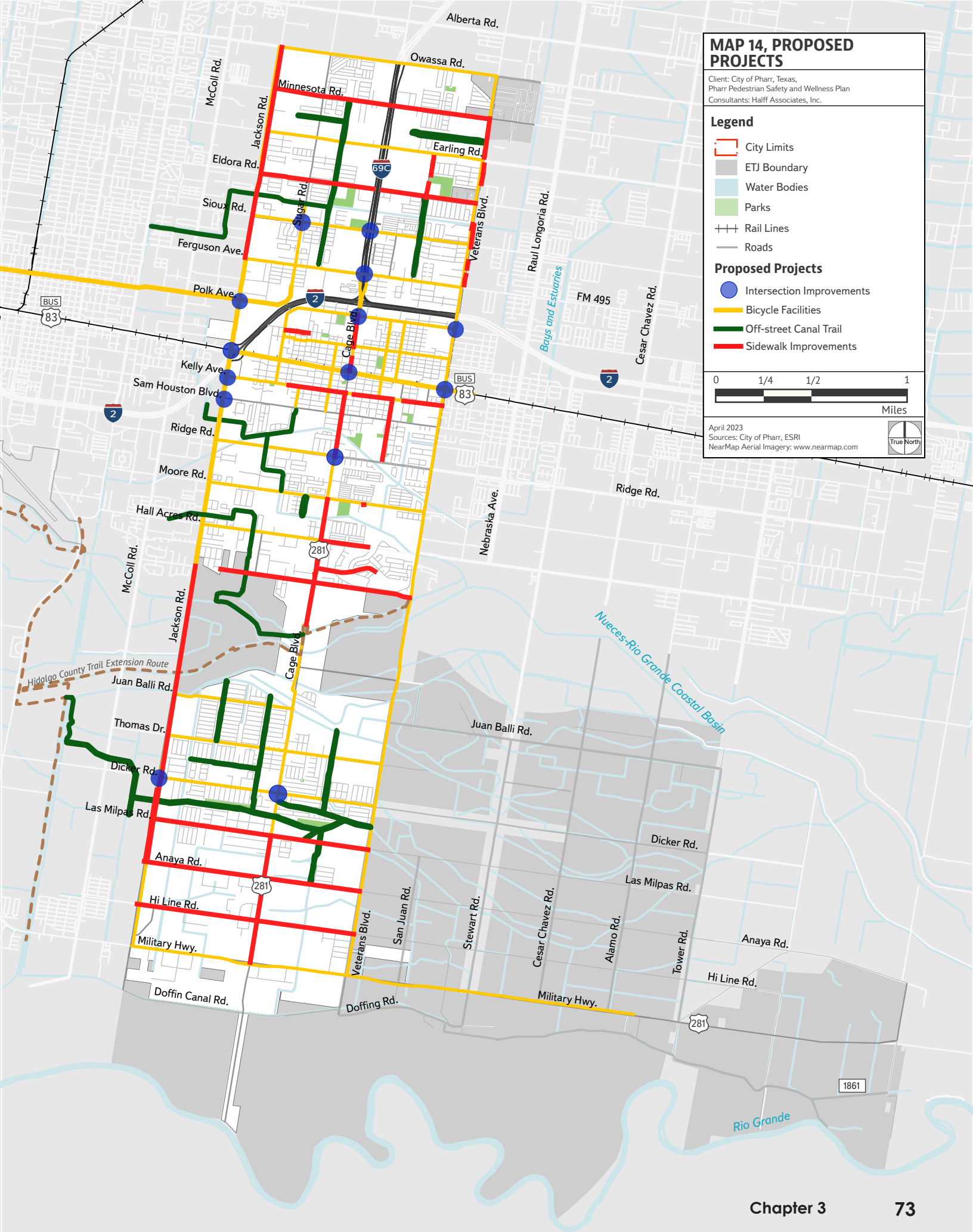


Figure 8: NACTO Designing for All Ages and Abilities Guidance

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ¹	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph ¹	Any	Multiple lanes per direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
	≤ 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane



BIKEWAYS

The Pharr bikeway network includes facilities and routes that are intended for cyclist use only, as well as complimentary sidepath facilities that can serve both cyclists and pedestrians. The network provides a series of interconnected routes throughout Pharr, providing connections to area destinations and connection opportunities to facilities in surrounding communities. Depicted in Map 15, *Proposed Bicycle Facilities*, the network includes a total of 72 miles of bicycle and sidepath facilities – including 12 miles of improvements to existing bicycle facilities along major thoroughfares such as Cage Boulevard and Jackson Road. Upon completion of the bicycle network, over 80 percent of residences in Pharr will be within one-quarter mile of a bicycle or sidepath facility, allowing more people to walk or bike in Pharr.

The network of proposed bicycle facilities is comprised of:

- » **Sidepaths** - Proposed along roadways with volumes of 6,000 vehicles per day or more with speeds of 35 MPH or higher. Proposed sidepaths have a minimum width of 10 feet to accommodate bi-directional travel.
- » **Protected or Buffered Bike Lanes** - Proposed along roadways with existing shoulder bike lane facilities such as Cage Boulevard and Jackson Road, as well as traffic volumes between 3,000 and 6,000 vehicles per day with speeds ranging between 25 and 35 MPH.
- » **Bicycle Boulevards** - Proposed along residential streets with volumes less than 3,000 vehicles per day and speeds lower than 30 MPH to serve as connections to high-comfort facilities.

For further explanation of facility types, please refer to the Facility Toolbox on pages 66-71.

Roadway Reconfiguration

Roadway reconfiguration, or road diets, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A common road diet involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane with enhanced bicycle and pedestrian facilities.

Benefits of a road diet installation include:

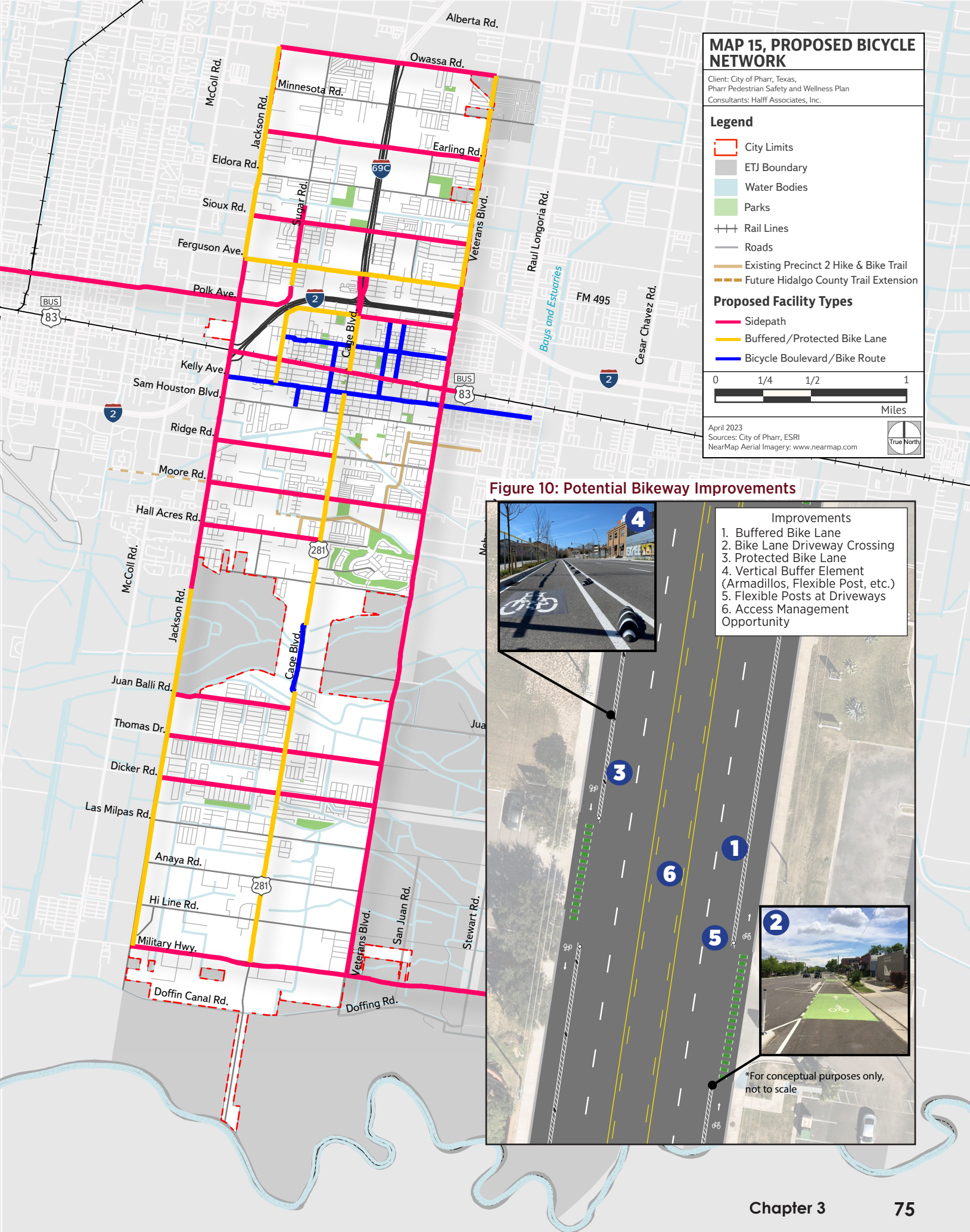
- » Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane
- » Fewer lanes for pedestrians to cross
- » Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- » Traffic calming and more consistent speeds

Roadways in Pharr that would benefit from a road diet and complement the proposed active transportation network include Dicker Road between Jackson Road and Veterans Boulevard; Sioux Road between Cage Boulevard and Veterans Boulevard; and Sugar Road between Ferguson Avenue and Warren Street. To ensure feasibility, additional traffic impact analyses are required prior to implementing a road diet.

Figure 9: Cage Boulevard Bicycle Improvements



Note: For conceptual purposes only. Additional analysis required for implementation.



TRAILS

During the public engagement process, many participants stated they enjoy using the existing Hidalgo County Precinct 2 Hike and Bike Trail and would like for more drainage canals to include paved trails for walking or cycling. Site visits to drainage infrastructure around Pharr found that many community members are already utilizing other canals for recreational purposes, elevating the need for a more connected off-street trail system.

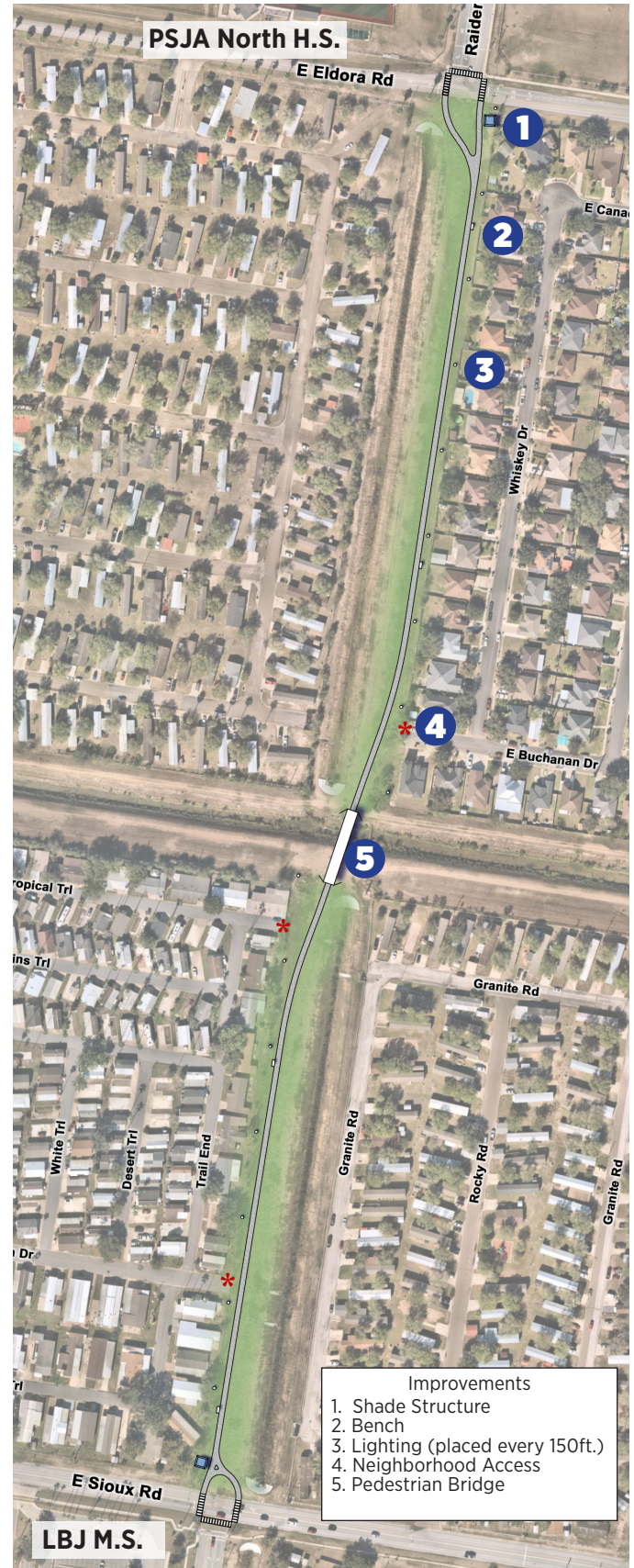
The proposed off-street trail network features approximately 36 miles of off-street, multi-use facilities located within the ROW of drainage canals throughout Pharr. To accommodate comfortable bi-directional travel of both cyclists and pedestrians, future trail alignments in Pharr are recommended to be a minimum of 10 feet wide. Figure 11, Canal Trail Section, depicts a typical trail section used by Hidalgo County Drainage District to ensure drainage infrastructure can accommodate both maintenance and trail infrastructure. The drainage canal trail system builds off the existing Hidalgo County Precinct 2 Hike and Bike trail and provides safe, off-street connections to area destinations such as parks and schools.

Public engagement revealed that safety and comfort along the trail is a top concern for members of the community, as extreme heat and lack of shade deter people from using the existing hike and bike trail in Pharr and many families opt to walk or bike in the early morning or evening. Trail amenities such as lighting, benches, shade structures, and water fountains must be considered along each trail segment to ensure safety and comfort of all trail users.

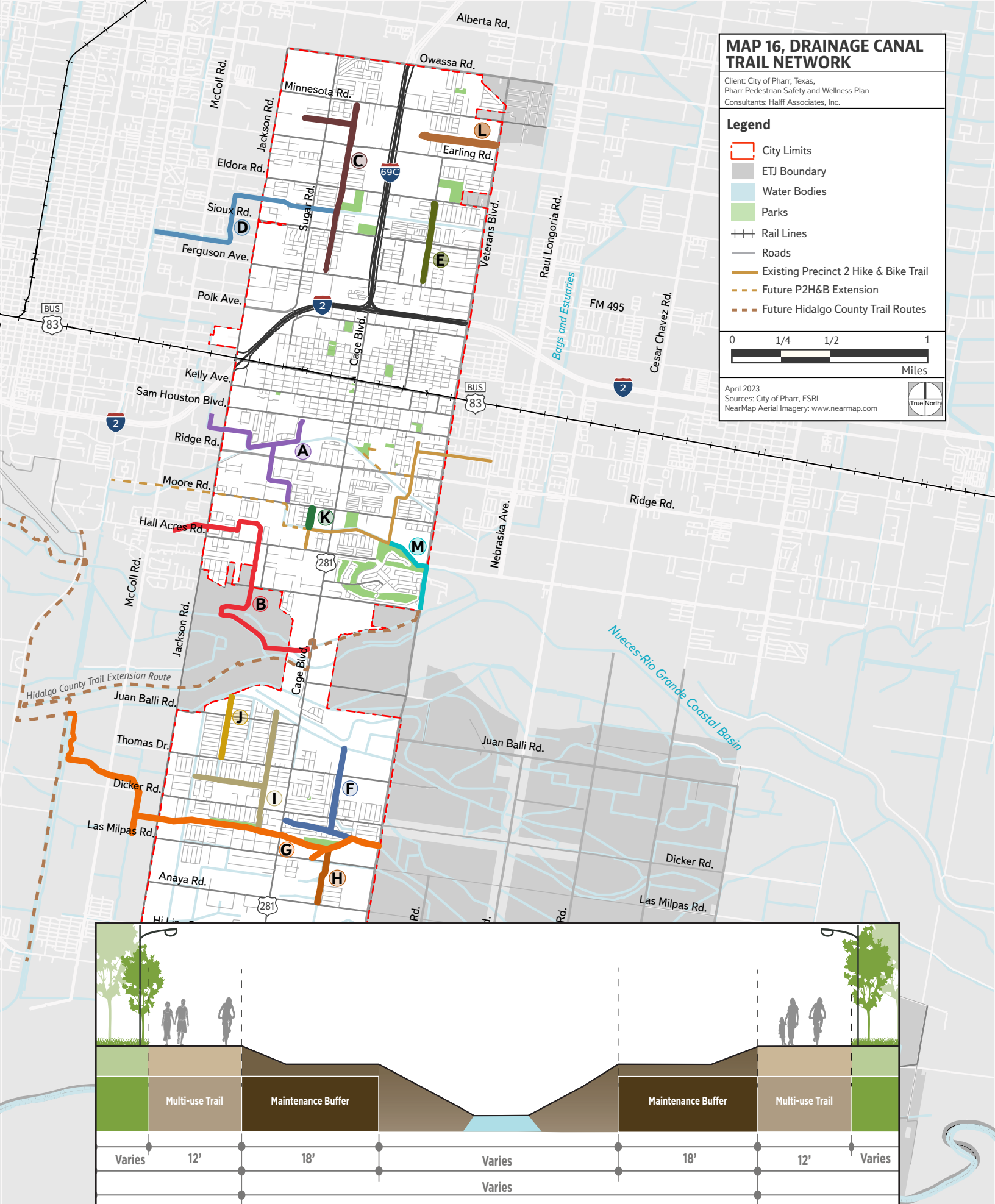
Table 3.1, Proposed Trails

Proposed Off-street Trails		Trail Length
Map Label	Name	Miles
A	Las Tiendas Plaza	2.40
B	Hall Acres Route	3.42
C	Northwest Main	3.52
D	Col Rowe Extension	2.42
E	Raider Drive Trail	1.83
F	Hidalgo Park Trail	3.36
G	South Pharr East - West	8.94
H	South Pharr - North South	1.28
I	La Quinta/Villa San Miguel	4.21
J	Garcia Elementary Loop	1.46
K	W. Moore Road Loop	0.49
L	North Pharr to San Juan	1.58
M	Veterans Boulevard Connection	0.77

Figure 11: Raider Drive Trail Alignment



Note: For conceptual purposes only. Additional analysis required for implementation.



MAP 16, DRAINAGE CANAL TRAIL NETWORK

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads
- Existing Precinct 2 Hike & Bike Trail
- Future P2H&B Extension
- Future Hidalgo County Trail Routes



April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



Figure 12: Canal Trail Section

*For conceptual purposes only, not to scale

PEDESTRIAN IMPROVEMENTS

As noted in Chapter 2, *Community Assessment Overview*, the existing sidewalk network in Pharr is disconnected and in poor condition, and community members desire a more connected network to access parks, schools, and other area destinations. Sidewalks provide many benefits including safety, mobility, and healthier communities. Providing facilities that are more comfortable can increase the number of trips made by walking and better serve local residents who are reliant on walking, cycling, or taking public transportation to area destinations.

The proposed sidewalk improvements feature approximately 36 miles of newly constructed sidewalk segments throughout Pharr. Sidewalk segments are proposed on both sides of the street with a minimum width of five feet. The proposed improvements aim to enhance pedestrian safety and connectivity to destinations throughout Pharr. Due to ROW constraints and infrastructure characteristics, pedestrian improvements were not proposed on local or residential streets. However, traffic calming devices could be implemented to slow vehicle traffic to safely accommodate pedestrians and cyclists on the road. As shown on the facing page in Map 17, *Sidewalk Improvements*, the proposed sidewalk improvements help close the gap in the existing network and builds on the PSJA Tri-City Safety Improvement Project.

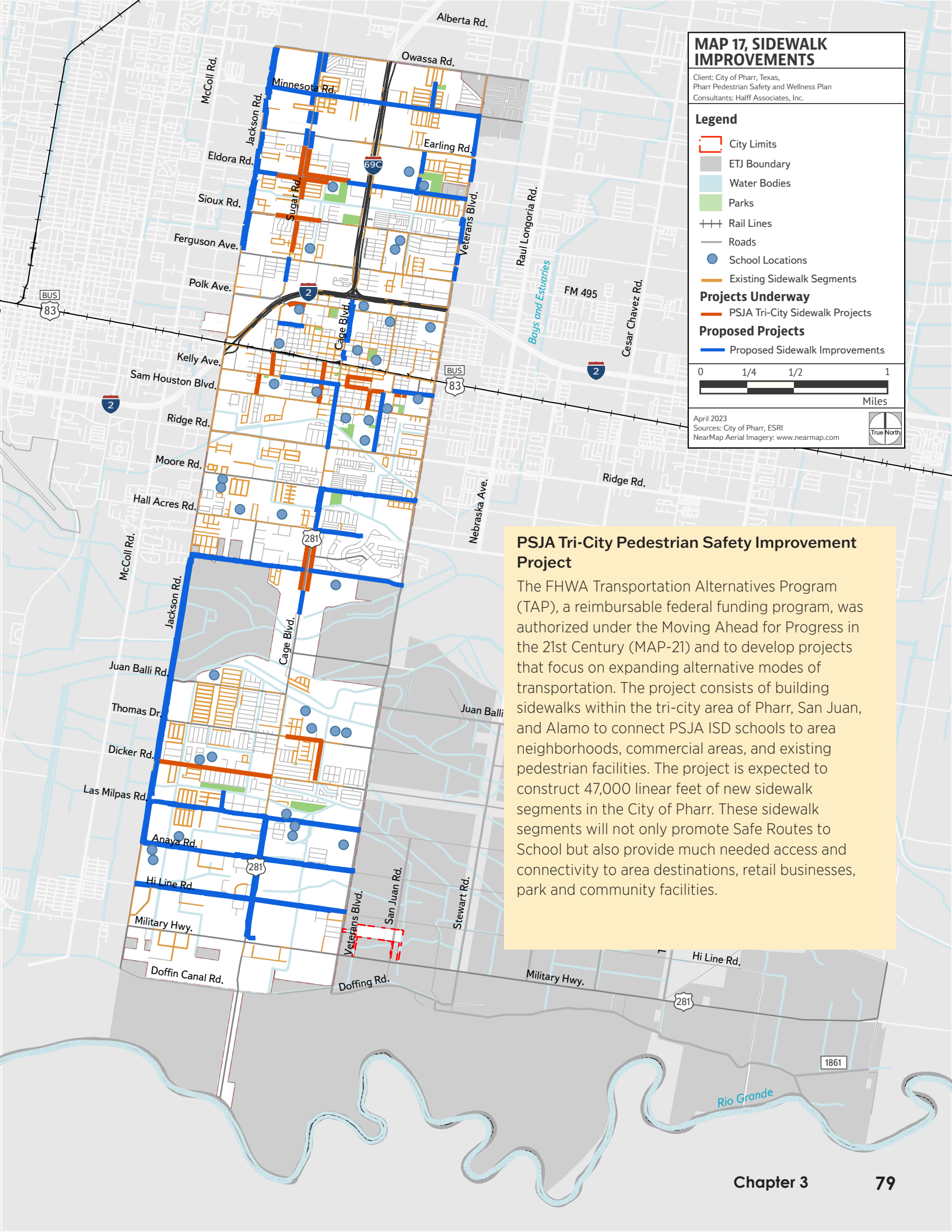
“The need is great in the area I mentioned (Sugar Rd.), daily I see people walking to the neighborhood stores, there is no lighting or sidewalks, at times people walk on the side of the road.”

- Community Survey Respondent

Lighting Improvements

Throughout the planning process, many community members expressed the need for enhanced lighting throughout the community. Adequate lighting along streets, especially at crosswalks, increases motorist visibility and improves nighttime pedestrian security. Lighting should be installed on both sides of the street to avoid dark areas. School-age children walking or cycling to and from school during the early morning or evening hours may especially benefit from improved lighting throughout Pharr. The Safe Routes to School (SRTS) Online Guide identifies pedestrian-scale lighting as an important measure for improving safety and security for children walking to school.





MAP 17, SIDEWALK IMPROVEMENTS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads
- School Locations
- Existing Sidewalk Segments
- PSJA Tri-City Sidewalk Projects
- Proposed Projects
- Proposed Sidewalk Improvements

0 1/4 1/2 1
Miles

April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



PSJA Tri-City Pedestrian Safety Improvement Project

The FHWA Transportation Alternatives Program (TAP), a reimbursable federal funding program, was authorized under the Moving Ahead for Progress in the 21st Century (MAP-21) and to develop projects that focus on expanding alternative modes of transportation. The project consists of building sidewalks within the tri-city area of Pharr, San Juan, and Alamo to connect PSJA ISD schools to area neighborhoods, commercial areas, and existing pedestrian facilities. The project is expected to construct 47,000 linear feet of new sidewalk segments in the City of Pharr. These sidewalk segments will not only promote Safe Routes to School but also provide much needed access and connectivity to area destinations, retail businesses, park and community facilities.

INTERSECTION IMPROVEMENTS

For streets to meet the needs and demands of everyone using them, intersections – both large and small – need to function as safely and efficiently as possible. Good intersection design, however, goes beyond making streets safer; well-designed intersections use street space to bring people together and invigorate a city, while making traffic more intuitive, seamless, and predictable for those passing through. According to NACTO, intersections account for the most serious conflicts between pedestrians, cyclists, and drivers; but also present opportunities to reduce crashes when designed thoughtfully. Good intersection design can tap civic and economic potential, infusing overbuilt or underutilized spaces with street life.

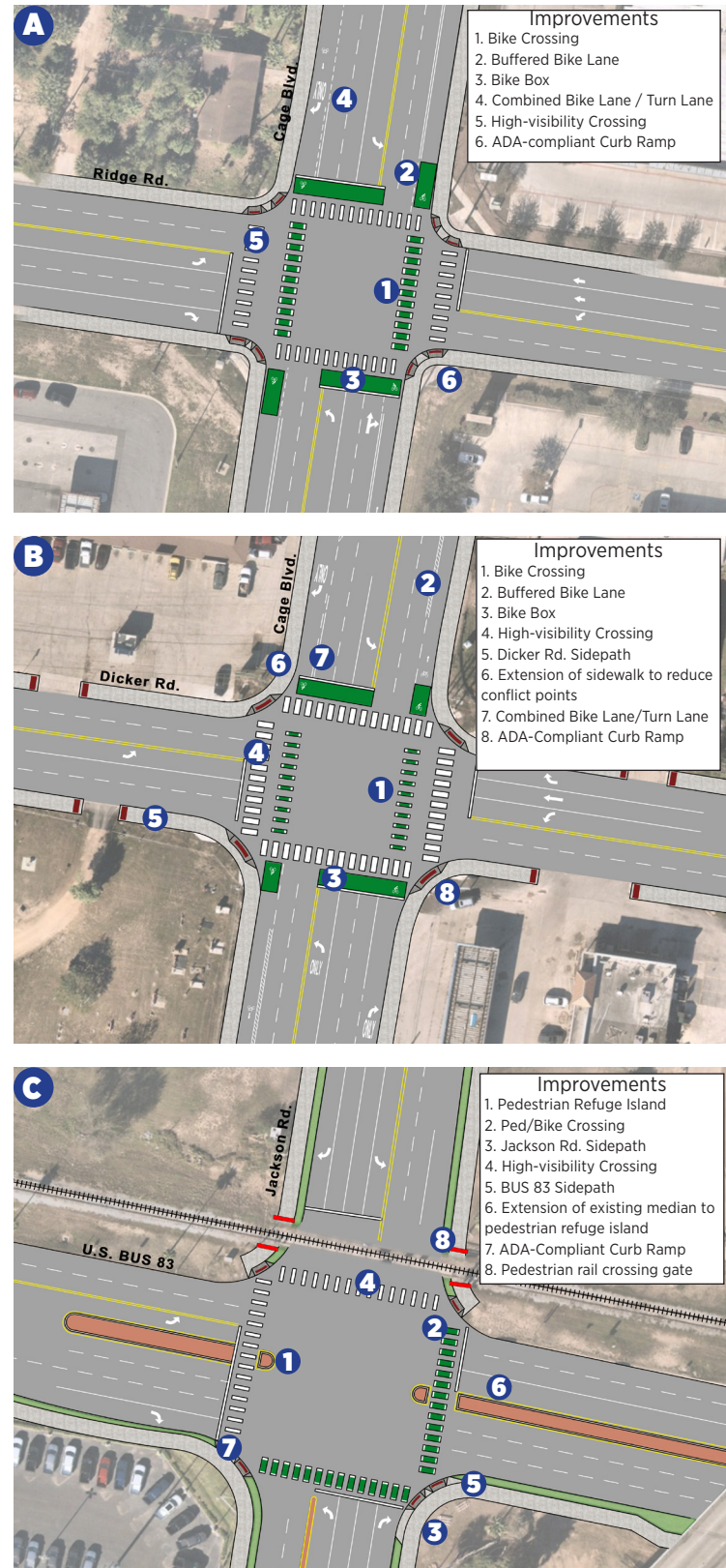
During public engagement, community members were asked to identify intersections in Pharr that make them feel unsafe. In combination with public feedback and intersection crash statistics, a total of 14 intersections were identified for improvements to enhance safety and accessibility for all users. Figure 12, *Intersection Improvements*, shows potential improvements for high priority intersections throughout Pharr to promote safe walking and cycling.

Intersection Improvements for Cyclists

Many streets in the City exhibit characteristics such as large turn radii and wide lanes that encourage drivers to make sweeping, fast turns. These intersection design decisions increase exposure and risk for people walking and cycling, reduce the safety and comfort of the bike network, and discourage cycling. Bicycle-related intersection improvements in Pharr include dedicated intersections, combined right turn / bike lane treatments, and bike boxes. These improvements are intended to make cyclists traveling in the intersection more visible and reduce bicycle-vehicle conflicts.

Safer intersections and crossings were listed as one of the top three things Pharr should prioritize to help residents walk and bike more to local destinations.

Figure 13: Intersection Improvements



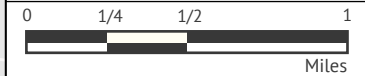
Note: For conceptual purposes only. Additional analysis required for implementation.

MAP 18, INTERSECTION IMPROVEMENTS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads
- Intersection Improvement Location



April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



Benefits of Bicycle Intersection Crossings

- » Guides cyclists through the intersection in a straight and direct path
- » Makes bicycle movements more predictable
- » Reduces cyclist stress by delineating the bicycle zone

Intersection Improvements for Pedestrians

Intersections are a focal point of activity and decision, and thus are critical parts of the city streetscape and transportation network. Many intersections throughout Pharr are inadequate and lack the appropriate equipment to be ADA compliant and accessible for people of all abilities. Pedestrian-scale intersection improvements include restriping crosswalks to include high-visibility patterns and thermoplastic reflective tape to bring attention to the crosswalk and improved signalization through the use of PHBs and RRFBs to allow pedestrians to move through intersections safely and comfortably.

PROGRAMS AND ENCOURAGEMENT STRATEGIES

Educating people about safe bicycling and walking, enforcing laws that make it easier and safer for people to cycle and walk, and encouraging people to cycle and walk, may help increase walking and cycling activity, especially when combined with infrastructure improvements. The following proposed program and encouragement initiatives are organized according to the **Vision Zero 5Es: Engineering, Education and Encouragement, Enforcement and Evaluation**, and build-off the Safe Systems approach to addressing safety concerns along area roadways. In addition to the 5Es, **Health Initiatives** were developed that correlate how infrastructure improvements can improve quality of life for Pharr residents.

ENGINEERING INITIATIVES

The most visible and perhaps most tangible evidence of a great place for walking or cycling is the presence of infrastructure that welcomes and supports it.

Initiative 1: Adopt and implement a Complete Streets Policy for roadway design and construction

Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, cyclists, motorists, and transit riders of all ages and abilities. While providing Complete Streets is a process and approach to street design, there is no singular design prescription for Complete Streets. A complete street may include sidewalks, bike lanes or sidepaths, dedicated bus lanes, comfortable and accessible bus stops, frequent and safe crosswalks, curb extensions, and narrower travel lanes. Well-designed Complete Streets reduce crashes, while having little or no impact on travel time.

Complete Streets can improve mobility by:

- » **Reducing additional cars on the road:** As Pharr and the Rio Grande Valley continue to grow in population, traffic congestion will increase. Complete streets make it feasible for people to take alternative modes of transportation such as public transit, walking, or cycling – rather than adding their cars to congested roads.
- » **Encouraging people to try new modes:** To see a real change in congestion, Pharr must make other modes safe and attractive. For example, when sidewalks are maintained and connected, people will be more willing to walk regularly for shorter trips to school, work, or other destinations.
- » **Doing more with less:** As the City resurfaces and reconstructs roads, opportunities to right-size roadways make themselves prevalent by performing road diets or lane reconfigurations.

Complete Streets in Austin, Texas

In June 2014, Austin City Council adopted a robust Complete Streets Policy to commit to improvements that support safe, efficient, and convenient mobility for all roadway users – pedestrians, cyclists, transit riders, and motorists – regardless of age or ability. Safety, including a reduction in hazards for pedestrians and cyclists on Austin roadways, is a fundamental consideration of the Complete Streets Policy. The policy states that all development and redevelopment in the public domain within the City of Austin is required to follow guidelines set by the Complete Streets Policy. The City of Austin aims to make Complete Streets practices a routine part of everyday operations and procedures to enhance and promote walkability and safety for all roadway users.



Initiative 2: Conduct engineering studies along high crash corridors to determine the need for additional safety measures

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. As referenced in the Facility Toolbox section on page 71, vertical deflections such as speed cushions, speed humps, speed tables, and raised intersections, horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorized users.

Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level. Traffic calming measures should be implemented in Pharr along roadways near parks and schools, such as Kelly Avenue between Palm Drive and Hibiscus Street near the Jose “Pepe” Salinas Memorial Civic Center and Aida C. Escobar Elementary School. Community members and survey respondents noted high speeds along this corridor, making it uncomfortable for pedestrian travel.

The term, “design speed” refers to the target speed at which drivers are intended to travel on a street. Historically, many streets were designed where the operating speed influenced the design speeds and the posted speed limit, resulting in fast drivers raising the speed limit of roads and leading to less safe design elements such as larger turning radii and wider streets. Using target speeds instead of operating speeds to influence the design speed of streets allows communities to prioritize safety. Actively designing for target vehicle speeds is critical to safety, as high-speed corridors are more likely to result in serious or fatal injuries to pedestrians and cyclists when struck by vehicles traveling at high speeds. To counteract these unnecessary injuries and fatalities, the City of Pharr should consider utilizing speed control mechanisms that influence behavior, promote lower speeds, and in turn, reduce pedestrian and cyclist injuries and fatalities. Speed control mechanisms include narrowing travel lane widths, installing roadside landscaping, and implementing traffic calming measures to promote safe vehicle speeds.

Initiative 3: Revise the City’s engineering design manual to incorporate pedestrian and cyclist safety improvements

Designing, engineering, operating, and maintaining pedestrian and bicycle infrastructure are critical to safety of all road users. Incorporating a wide range of design solutions and technologies provide a safer, inviting, and more accessible roadway for residents to reach community destinations.

While elements such as speed cushions for the Neighborhood Traffic Calming Program are included in the Code of Ordinances, many of the other elements in the Facility Toolbox on pages 66-69 are not included in either the Engineering Design Manual or Code of Ordinances. As the City of Pharr continues to grow and develop, it is imperative that safe and accessible pedestrian and bicycle infrastructure be part of new street design and new development. Design guidelines should not be limited to pedestrian and bicycle infrastructure elements but also additional design standards such as turning radii, driveway width and spacing, access management, parking lot design, sidewalk and curb ramp specifications, and design speeds and pedestrian crossing treatments.

The City should reference national best practice guidelines and regulations to establish criteria that promotes safe speed and roadway design along City streets. Table 3.2, *National Best Practice Resources*, represents facility selection and design standards that were utilized for this Plan and should be used as a reference for designers and engineers when implementing plan recommendations.

Table 3.2, National Best Practice Resources

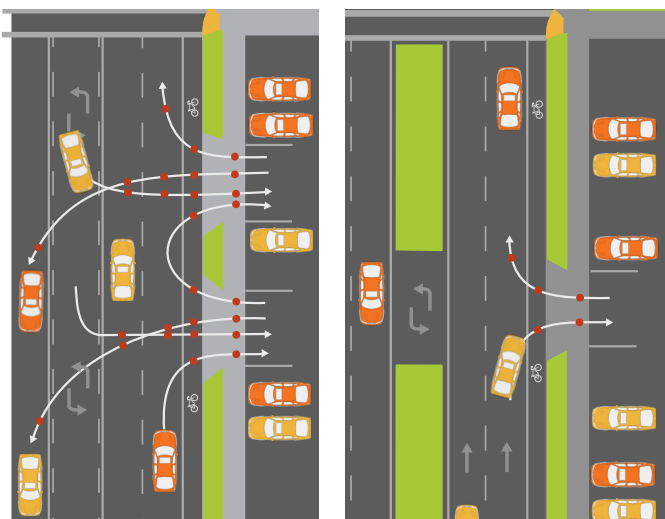
Resource	Organization
Guide for the Development of Bicycle Facilities	AASHTO
Guide for the Planning, Design, and Operation of Pedestrian Facilities	AASHTO
Bikeway Selection Guide	FHWA
Designing Walkable Urban Thoroughfares	ITE
Improving Intersections for Pedestrians and Bicyclists	FHWA
Don't Give Up at the Intersection	NACTO
Separated Bike Lane Planning and Design Guide	FHWA
Urban Street Design Guide	NACTO
Urban Bikeway Design Guide	NACTO

Initiative 4: Develop and implement access management policy along key corridors in the City

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Wide, open driveways spanning the entire length of a parcel are especially prevalent among Pharr's busiest streets with heavy vehicle traffic, such as Cage Boulevard, U.S. Business 83, and Jackson Road. These types of driveways are convenient for vehicles because drivers can enter and exit at any point of the parking lot, often cutting through several lanes of traffic. The lack of turning medians exacerbate this issue. Without separation barriers and clear roadway distinctions, vehicles can enter and exist a business along the same path as pedestrian travel. While these free-for-all driveways are convenient for drivers, they pose a significant challenge to pedestrians along already busy corridors.

A vehicle access management system composed of curbs and limited entry and exit driveways would promote properly designed access and circulation systems for retail and commercial development. Fewer driveways and narrower driveway crossings will provide for improved pedestrian safety for all, especially in busy commercial zones. This roadway improvement would also enhance the appearance of transportation corridors and increase the area available for landscaping, which can help attract investment. Figure 14, *Before and After Access Management* shows the reduction in turning conflicts for road users.

Figure 14: Before and After Access Management



When sidewalks traverse across the properties of businesses with extended driveways, the typical case has been to merge the sidewalk with the driveway, with little to no delineation between the two. Some businesses and residences in Pharr have been observed to store materials outside and obstruct sidewalk access. Properly designed driveways, as they cross sidewalks, can enhance pedestrian safety by providing a consistent surface and reminding drivers that they are crossing a sidewalk.

The following principles should be applied to driveway design:

- » The sidewalk continues across the driveway at the same elevation – providing a level, continuous sidewalk not only brings the sidewalk up to the standards of ADA compliance, but also changes driver behavior.
- » The driveway apron does not go through the sidewalk.

In general, sidewalks and driveways should be easily distinguishable, either by using a different paving material, or clear marking, and remain free of outdoor vehicle or material storage. Appropriate signs, marks, or lines upon the surface of the driveway and crosswalk should be maintained.



Initiative 5: Similar to the Street Repaving Program, implement a Sidewalk Retrofit Program to address deficiencies in existing infrastructure

As noted in Chapter 2, *Community Assessment*, many roadways in Pharr lack continuous sidewalk infrastructure, or have sidewalk infrastructure that is damaged or inaccessible, creating a barrier for those who rely on pedestrian infrastructure to get around. When funding becomes available to resurface or repair existing roadways, there is an opportunity to construct sidewalks within the available ROW to facilitate safe pedestrian travel. To effectively close gaps in the sidewalk network, the City of Pharr should aim to implement the Sidewalk Retrofit Program for all future roadway reconstruction projects.

Initiative 6: Neighborhood Traffic Calming Program

The City of Pharr currently has a Speed Cushion Program in effect to reduce traffic speeds along residential streets. The current program allows the installation of traffic calming features on two-lane local streets, with the exception of collectors or major thoroughfares upon review and approval by the Traffic Safety Committee. To request a speed cushion, residents must complete a request form outlining the location for desired speed cushions and degree of neighborhood support.

To further increase safety along neighborhood streets, the City of Pharr should consider expanding the Speed Cushion Program into a Neighborhood Traffic Calming Program. The Neighborhood Traffic Calming Program should implement design features to reduce vehicular speeds and volumes along residential and commercial streets to improve quality of life for all residents and make it safer to walk and bike to area destinations. Measures that could be implemented include both physical and non-physical. Physical measures include vertical or horizontal modifications to roadway including closures, turn islands, curb extensions, chicanes, speed humps or speed tables. Non-physical measures include signage, pavement markings, or speed enforcement that do not require any construction.

Initiative 7: Bicycle Parking Ordinance

The availability of end-of-trip facilities can influence an individual's decision of whether or not to commute by bicycle. Simply developing and maintaining a bicycle-friendly roadway system is not enough – people cannot be expected to use bicycles for transportation if there are no secure bicycle parking facilities at their destinations, not dissimilar to motor vehicles. Bicycle parking not only benefits current cyclists but can also encourage newcomers to use bicycles for transportation or leisure. As the bicycle and trail network in Pharr is developed, there will be an increase in community members choosing to ride their bike for transportation, creating a need for increased bike parking at major destinations throughout the city.

To meet this need, the city must create a Bicycle Parking Ordinance to require new commercial and multi-family residential development to include the appropriate amount of bicycle parking for each new business. According to the U.S. Green Building Council, retail buildings should provide at least two short-term bicycle parking spaces for every 5,000 square feet, and no fewer than two bicycle parking spaces per building.

Bike Parking Best Practices

The Association of Pedestrian and Bicycle Professionals (APBP) guide, *Essentials of Bike Parking*, outlines best practices for short- and long-term bicycle parking as well as placement and spacing for communities looking to purchase or install bike parking fixtures on a limited scale. When properly designed and installed, the following rack styles typically meet all performance criteria and are appropriate for use in nearly any application:

- » Inverted U – This common rack type is appropriate for many uses and can be installed in a series on rails to create a free-standing parking area in variable quantities.
- » Post & Ring – Compared to Inverted U racks, these are less prone to unintended perpendicular bike parking. Unused parking meter posts can be converted into Post & Ring style racks.

Bike parking should be visible from and close to the building entrance it serves – no more than 50 feet from the door. When installing bike racks on the sidewalk, the pedestrian through zone must be maintained. Racks should be placed in a location that maintains a clear line of travel for all sidewalk users.



EDUCATION AND ENCOURAGEMENT INITIATIVES

Initiative 1: Work with RGVMPO, TxDOT, and County agencies to develop educational materials on pedestrian and cyclist safety

For bicycle and pedestrian travel to be truly for everyone, it needs to be accepted by all members of the community. In a community where walking and cycling are commonplace, all road users understand the rules of the road and best practices that make sharing the road more comfortable for everyone. To create safer roads for all users, many cities have coordinated with area advocacy groups, law enforcement, and other organizations to launch educational campaigns to promote walking and cycling in the community and educate the public on bicycle and pedestrian safety. Educational materials and classes can help cyclists and pedestrians feel more confident navigating streets and handling common situations on the road. Educational campaigns such as public service announcements on media outlets, billboards, interactive booths at farmer's markets, or fliers distributed through the mail can help market the idea of walking and cycling to residents to ensure a transportation mode shift.

During the public engagement process, many participants stated they are interested in walking and cycling more than they do now, but barriers such as unsafe vehicle drivers and lack of awareness deter them from using existing facilities around Pharr. By creating educational materials or hosting bicycle and pedestrian safety classes, the City of Pharr can help its residents feel safe and confident when walking or cycling to school, work, or running errands.



Bicycle maintenance classes offered by local advocacy groups can teach riders how to safely repair their bikes
Source: United Bicycle Institute



Adult bicycle safety programs help adults learn how to handle a variety of conflicts and conditions
Source: Bike Easy

CASE STUDY: Houston-Galveston Area Council Bike Safety Education Program

The Houston-Galveston Area Council (H-GAC) offers a comprehensive free adult bicycle safety education program for both motorists and cyclists intended to meet the following goals:

- » Reduce crashes, injuries, and fatalities in the region
- » Increase confidence for those who ride bicycles or who are interested in riding
- » Increase confidence of motorists on how to share the road with bicycles safely

H-GAC offers on-the-bike classes that teach adult riders how to anticipate the most common scenarios they will face; and provides the tools needed to address real world challenges, from negotiating debris to sharing the road, to boost confidence and enhance the riding experience.

For drivers, H-GAC offers a Bicycle Friendly Driver online webinar that reviews the rules and best practices of safely sharing the road with cyclists. The class is based on curriculum created by The League of American Bicyclists and the City of Fort Collins Bicycle Ambassador Program. Topics covered in this free webinar include:

- » Safe passing
- » Infrastructure
- » Common crashes
- » Interactive scenarios

Initiative 2: Work with PSJA ISD, Pharr-San Juan Boys and Girls Club, and local advocacy organizations to develop a bicycle maintenance and skills training course

A bicycle maintenance course provides cyclists with the knowledge and ability to not only maintain their bicycle but also provides continuing education opportunities and a skillset for industry job opportunities. A bicycle skills course, also called bike rodeos, offers children an opportunity to measure their riding ability before using on-street bikeways and trails. Skills such as balance and handling are practiced in a safe, protected environment and help increase confidence in handling common situations. In addition to the Pharr-San Juan Boys and Girls Club, potential partnering agencies may include police or fire departments, churches, or local 4-H clubs. Bicycle training courses typically consist of various obstacle courses or stations where participants learn how to handle their bikes safely and ensure their equipment is in good shape and fits properly.

Hosting a bike rodeo will help promote and encourage cycling as a means of transportation and exercise for children and adults in Pharr by teaching the rules of the road and demonstrating how to ride a bicycle properly and safely on the road or on trails.



Bike rodeos help children learn how to ride safely
Source: Health Forward Foundation

CASE STUDY: Victoria, Texas Bike Rodeo

The City of Victoria Police Department hosted the city's first bike rodeo in June 2022. The rodeo was funded by a \$5,000 grant from an area Wal-Mart, enabling the department to purchase multiple bikes and safety gear to donate to Victoria's youth through upcoming bike rodeos. The bike rodeo featured an obstacle course and other engagement activities monitored by local law enforcement to promote and encourage kids and their parents to learn about bicycle safety.

CASE STUDY: Project Bike Tech

Project Bike Tech (PBT) is a nonprofit organization based in Frisco, Colorado that is dedicated to providing comprehensive, hands-on bicycle education for youth. PBT programs offer technical training in bicycle mechanics, which prepares the youth for job opportunities within the bicycle industry. Additionally, students are introduced to the bicycle as an alternative source of transportation, an element of healthy living, and as a vehicle for connecting with the outdoors. From bicycle safety and basic roadside repair to bicycle culture and career opportunities, PBT encourages communities to explore the benefits of adopting a cycling lifestyle.

PBT offers an accredited two-year high school curriculum that results in certification of bicycle technicians for the outdoor cycling industry. PBT also provides a great introduction to the principles of fabrication, marketing, mechanical engineering, and other STEM topics while teaching valuable business and life skills.



PBT gives students hands-on experience maintaining bicycles
Source: Project Bike Tech

Initiative 3: Work with PSJA ISD to promote a Safe Routes to School Program

The primary purpose of Safe Routes to School (SRTS) programs and planning is to make it safer and easier for students to walk and bike to school. SRTS programs are typically pursued by cities and school districts, with initial funding often resulting from state or federal grants. The purpose of this section is to identify integral components of SRTS programs, as well as the administrative responsibilities and required staff resources that would be required of the City of Pharr in order to develop an effective program. In addition to defining SRTS and articulating its benefits, this section considers two aspects of SRTS programs: policy and programmatic opportunities and infrastructure improvements. Figure 15, *Proposed SRTS Infrastructure Improvements*, demonstrates possible improvements to promote safe pedestrian travel to Longoria Elementary School.

Benefits of SRTS

SRTS implementation often sees benefits for both infrastructure and programming. It is noteworthy that the CDC has recognized SRTS as a program is cost-effective and shows significant population health impacts within five years. Other key benefits of these programs, according to the organization Safe Routes Partnership, include:

- » Cost savings for families and school districts due to lower transportation and transit costs, respectively
- » Improved traffic safety and reduced numbers of severe and fatal crashes
- » Reduced emissions and improved air quality due to reduced vehicle miles traveled
- » Safety from crime from more activity on the streets
- » Community connectedness
- » Better academic performance

Policy and Programmatic Components

At a local level, the City of Pharr could pass a resolution identifying a need and expressing the desire to support a SRTS program. While consideration of Safe Routes to Schools in the Pedestrian Safety and Wellness Plan is an important first step, such a resolution should detail specific long-term commitments and implementation steps. Many jurisdictions support SRTS programming and infrastructure investment at specific points in time; however, without passing a policy and codifying a process, there is a risk that the program could be eliminated in the future due to a myriad of reasons, including changing political or financial priorities.

Typical SRTS resolutions identify supporting events or programs, define specific actions that can be taken by city officials/departments, and committing to revise existing policies to better support SRTS. A strong policy identifies performance measures and implementation steps that will be taken by the City and partners. Many communities follow a resolution or policy with the development of a specific SRTS plan.

Typical SRTS Programming and Activities

The programming and activity aspect of SRTS can be just as critical as ensuring investment in physical walking and cycling infrastructure. Educating and engaging students in the benefits and rules of walking and cycling can encourage more students to walk or cycle in areas where they historically have not. Typical programming and activities may include:

- » Pedestrian Training - first and second graders
- » Bicycle Safety Training - third, fourth, and fifth graders
- » Bicycle Rodeos - interactive bicycle clinics
- » Walk & Bike to School Day
- » Walking School Bus - adult led walking trip to schools
- » Bicycle School Bus - adult led cycling trip to schools

Existing SRTS Programs in the City of Pharr

Though not organized as a coherent SRTS program, there are a number of existing initiatives and common infrastructure design practices that are intended to support safer access to schools. Many locations feature 20 MPH speed limits signs (when children are present) along roads in front of schools within the City of Pharr, while speed humps and flashing beacons are located along the approaches to various schools. Some schools also feature striped pick-up and drop-off zones, while crossing guards are deployed in the mornings and afternoons to help manage traffic and escort students, parents, and staff at marked crossings.

Additionally, PSJA ISD is pursuing a series of infrastructure improvements to enhance schools as part of a federal funding grant. Planned improvements include sidewalk installation, enhanced crossings, and other safety countermeasures. For more information on these improvements, please refer to page 78.

Staff Requirements

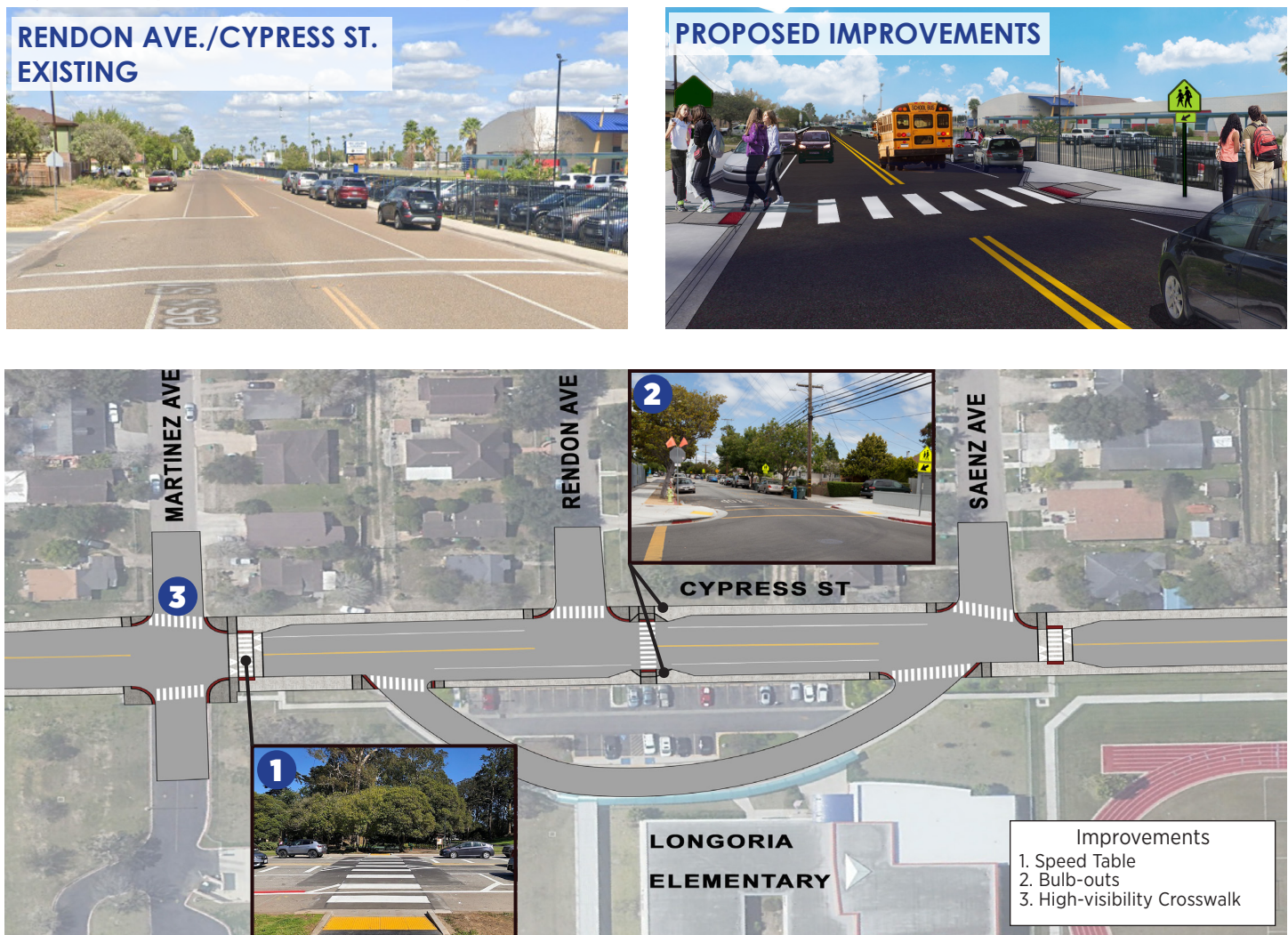
Implementing a SRTS program in Pharr will require technical assistance and general guidance from city staff. Establishing a program provides an opportunity for collaboration across city departments on projects to advance safety and comfort in walking and cycling around educational facilities.

While many SRTS programs are administered voluntarily or through a collaborated effort between organizations, having paid staff is a critical element for a strong and lasting SRTS program. Staff to lead the program may be found in the planning and/or transportation engineering departments; however, for a SRTS program to be effectively administered, reach a lot of children, and be sustainable in the long term, it needs paid full-time staff.

SRTS program staff may have the following responsibilities:

- » **Programming:** Hold education and engagement events and activities, develop messaging and curricula
- » **Key administrative coordinating activities:** Identify leaders at each school, organize city or district task forces, and act as a liaison among stakeholders
- » **Efficiency and alignment:** Coordinate efforts between aligned policy priorities related to active transportation and transportation safety. Find opportunities to align SRTS infrastructure projects with continuous city efforts like repaving and stormwater management.
- » **Identify infrastructure needs and opportunities:** Identify and prioritize SRTS infrastructure projects using tactics such as leading walk audits, coordinating with city planners and traffic engineers, and advocating benefits to city decision-makers. Staff can also strategically leverage other funding sources (for example, Capital Improvement Plans) for SRTS infrastructure projects.

Figure 15: Proposed SRTS Infrastructure Improvements



Note: For conceptual purposes only. Additional analysis required for implementation.

Initiative 4: Promote an Open Streets Program and Initiatives for Active Living

Open Streets are temporary street closures, such as for block parties, markets, or street fairs, demonstrate the range and diversity of ways in which a city's streets may be utilized. Temporary street closures allow cities to take better advantage of their roadways, especially at off-peak hours and weekends. Closures call attention to neighborhood businesses and destinations and increase foot traffic on designated corridors. Opening streets to hundreds or thousands of people who are actively walking or cycling can have a tremendously positive effect on businesses during Open Streets events. Vacant lots or storefronts can be converted into temporary retail centers with pop-up vendors, farmers' markets, and/or food trucks providing economic opportunities for small businesses.

When themed around active recreation and exercise, temporary street closures may be aligned with a city's larger public health goals and encourage residents to take advantage of parkways and boulevards as recreational amenities. Open Streets promote environmental protection initiatives, as they encourage people to consider alternative methods of transportation and demonstrate to city planners the public's desire to make these alternatives more accessible, such as bikeshare or improved pedestrian and bicycle infrastructure.

The best Open Streets events achieve the greatest impact on community health and well-being when they are a well planned and programmed route. Criteria to consider when identifying locations for Open Streets include the following: streets with vibrant activity with attractions people already visit, connectivity to neighborhoods and attractions, route distance and length, day of the week, time of day, recurrence of event, route obstacles and traffic congestion, and complementary programming.

CASE STUDY: CycloBia

Brownsville's CycloBia is a free event that temporarily makes selected streets in Brownsville available to residents for recreational and sport activities. CycloBia makes the streets temporarily car-free so participants can walk, skate, bike, run, and skateboard without worrying about vehicular traffic. City streets are closed for three hours, and bicycles are available free of charge at the event to encourage cycling for all attendees. CycloBia is organized by Brownsville's Department of Public Health in collaboration with local businesses, service agencies, and nonprofits. City police and traffic departments assist with road closures and security during the event.

There is an opportunity for Pharr to implement and promote active living through an Open Streets Program for select events along roads such as Caffery Avenue, Cherokee Avenue, Athol Street, or Kelly Avenue, Juan Balli Road and W Dicker Road, Raider Drive and W Eldora Road.

Ride2Gether – Building on the success of the Hidalgo County Precinct 2 Hike and Bike Trail, Hidalgo County and other community leaders could host a regular bike ride with residents titled "Ride2Gether." There is an opportunity to partner with RGV BCycle to provide bicycles to those interested in the event. Community bike rides help bring residents and community leaders together and promote active and healthy lifestyles for all. Community rides can be conducted along existing or proposed bicycle routes to help determine necessary improvements to the corridor or facility to improve safety for all users.

CASE STUDY: RideONE Program, Houston, Texas

RideONE is an alternative transportation program in Harris County Precinct 1 and brings the joy of cycling to underserved communities and gives residents the opportunity to learn about bicycle safety and bike maintenance while getting comfortable riding bikes for pleasure and to fill basic transportation needs. The RideONE program has its own fleet of bicycles that are available to the public to check out, and visits area schools to help youth learn about bicycle safety. RideONE schedules regular community bike rides with the City Commissioner as an opportunity to get active and engaged in the community.



Brownsville's CycloBia event allows community members to walk, bike, and roll along car-free streets
Source: City of Brownsville

Pop-Up Infrastructure Demonstrations

To raise awareness for walking and cycling as convenient and comfortable modes of transportation to and from school, quick build projects can get cycling and walking infrastructure built in months, rather than years. Quick build demonstration projects can help promote SRTS and provide low-cost temporary installations that can pilot potential long-term solutions to improve walking and cycling, vehicle travel, and public spaces. Demonstration projects such as painted bulb-outs and crosswalks allow the community to see how traffic calming devices would work in their neighborhood or near their school before a more permanent application is installed, allowing new types of infrastructure to be better understood, supported, and achieved throughout the community. Organizations such as the American Association of Retired Persons (AARP) and Team Better Block provide materials for communities to create pop-up infrastructure demonstration in their own cities. AARP's *Pop-Up Placemaking Tool Kit* provides placemaking "recipes" for demonstrating and implementing positive change in public spaces.

Locations for quick build or pop-up projects in Pharr should promote connectivity to area schools, parks and community facilities. When deciding what location or facility type to demonstrate in the community, several factors should be considered such as existing pedestrian and vehicular movement, timing and duration of event, materials, and collaboration with other entities.

Initiative 5: Develop a Bike Friendly Business Program for Businesses in Pharr

According to the League of American Bicyclists, people who are encouraged to commute by bike to and from work, run errands by bike, or bike in their leisure time perform better at their jobs because they are energized and alert. Pharr-area businesses that promote bicycle use and provide facilities for bicycle commuters can apply for a Bicycle Friendly Business (BFB) designation. The BFB designation has been proven to be good for businesses and their employees by encouraging a more welcoming atmosphere for cycling employees, customers, and the community. Benefits to becoming a BFB include:

- » Increased morale and quality of life for employees
- » Showcase social responsibility, a commitment to sustainability, and reducing environmental footprint
- » Create a culture of wellness
- » Support long-term health benefits, both physical and mental



Plastic Jersey barriers can be used to temporarily demonstrate protected bike lanes
Source: City of Atlanta



The City of Greenfield, CA, uses cones and temporary paint to demonstrate bulb-outs on residential streets.
Source: Salinas Valley Tribune

CASE STUDY: Team Better Block

Team Better Block engages communities by planning and orchestrating short-term local events to temporarily improve the physical and economic environment on a specific city block. Through participatory workshops, the team helps the community generate ideas about how to build on their city's assets to improve public space. Better Block workshops encourage community members to physically make things and place them in their shared environment such as pop-up dining areas for local restaurants, pocket parks, and traffic calming devices. Better Block helps communities come up with creative solutions for underused spaces to create a sense of place within the built environment.

HEALTH INITIATIVES

Initiative 1: Partner with RGV BCycle to establish a Bike Share Program in Pharr

A bike share program consists of making bicycles and/or electric bicycles available for community members to rent. Shared bikes are used to go to work, the gym, to school, or for recreational purposes like visiting parks or trails. A 2019 study by Colorado State University found that the implementation of bike share programs resulted in a calculated reduction of 4.7 premature deaths and 36 million dollars in health-related economic impacts annually. There are several reasons behind these results, such as the fact that cycling leads to far less traffic incidents than cars. However, the main driver behind the results was increased physical activity.

Bike Share in the Rio Grande Valley

In 2015, the City of McAllen introduced RGV BCycle to the Rio Grande Valley as the first rent-a-bicycle program in the region. As an initiative under Metro McAllen, this program provided residents with new ways to explore their community. RGV BCycle has now expanded its service area across the Valley to the cities of Brownsville and Harlingen. To further provide access to micromobility options, there is an opportunity to expand the RGV BCycle service area to the City of Pharr.

Suitability of Bike Share in Pharr

A common goal for municipal bike share programs is to provide alternatives to single-occupancy vehicle travel. However, at present, the infrastructure for people bicycling and walking in Pharr is limited and active transportation modes are not viable – or considered safe – for most Pharr residents. The short-term focus for any bike share system in the City of Pharr should be on wellness and recreational opportunities to increase options for those looking to spend time and exercise outdoors and should be concentrated in areas with safe and comfortable opportunities to walk and bike.

Micromobility is the catch-all industry term used for bikes, scooters, mopeds, and other low-speed, lightweight vehicles that are driven by a single user.

A phased approach for introducing bike share to the Pharr community is recommended, and a pilot program could focus on the existing Hidalgo County Precinct 2 Hike & Bike Trail infrastructure. Unlike a traditional system where users walk or take transit to a bike share station and use a bike for their trip, a more realistic expectation is that users may drive or walk to the trail and then pick up a bike to use for a recreational or exercise focused ride along the trail. As the City of Pharr and Hidalgo County make investments in additional trail facilities and on-street bikeways, bike share stations could be added to create a more robust network for car-free (or car-light) users.



RGV BCycle docking station along McAllen's Heritage Center
Source: City of McAllen



RGV BCycle partners with the City of McAllen for National Ride Your Bike to Work Day
Source: City of McAllen

Bike Share Phasing

An initial phase could be focused around the existing Hidalgo County Precinct 2 Hike & Bike Trail, with preliminary station locations concentrated at trail access points. Figure 14, *Bike Share Phasing*, identifies areas in Pharr that would be suitable for BCycle docking locations. The Hidalgo County Precinct 2 Hike & Bike Trail also features existing structures with seating, information kiosks, bike parking, and bike fix-it stations, making it highly accessible for novice riders. This approach would entail a small, easy to serve geographic area that would allow for thorough evaluation of all program aspects, including usage patterns, operations, maintenance, etc.

In the mid-term, as the City of Pharr and Hidalgo County expand the Hike & Bike Trail network, stations could be placed at future trail access points. See the Proposed Network section on pages 74 - 75 for more information on future Hike & Bike Trails.

Over the long-term, additional stations could be located in Pharr City Center and other areas where on-street bike lane facilities are concentrated. Once such a network of on- and off-street facilities is developed, the City of Pharr could pursue a more traditional bike share system where users can walk to access a bike and easily travel between destinations without a car.

Initiative 2: Partner with area health agencies to create a “Bike Rx” bicycle prescription service to encourage healthier lifestyles

To further promote and encourage Pharr residents to live a healthier, more active lifestyle, there is an opportunity for the City of Pharr to partner with local health organizations and RGV BCycle to create a “BikeRx” or “Prescribe-a-Bike” program for members of the community experiencing poor health conditions. Bike prescription programs have been widely successful across the United States, including Houston and Boston.

According to the U.S. Department of Health and Human Services’ Physical Activity Guidelines for Americans (2018), some benefits of physical activity on brain health occurs immediately after a session of moderate-to-vigorous physical activity, such as reduced feelings of short-term anxiety, improved sleep, and improved aspects of cognitive function. As identified in Chapter 2, *Community Assessment Overview*, residents in the City of Pharr have high rates of obesity and low rates of outdoor leisure time, making the city a prime candidate for BikeRx or bicycle prescription services.

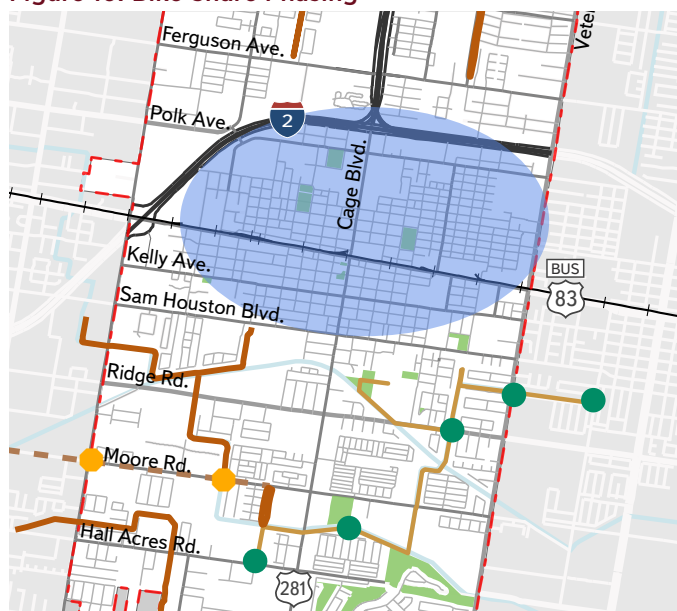
CASE STUDY: Houston, Texas

Bike Rx is a pilot partnership between Legacy Community Health, Houston BCycle, the American Heart Association, and Harris County Precinct 1, that utilizes Houston BCycle bicycles to prescribe bike use for patients in need of physical activity. Patients who are prescribed BCycle bikes through Legacy Community Health are provided a free BCycle membership which allows them to rent a bicycle for leisure, exercise, or commute to work or school.

CASE STUDY: Boston, Massachusetts

Introduced in 2014, the “Prescribe-a-Bike” program allows low-income Bostonians to join the city’s bike share for \$5 per year rather than the full cost of \$85 per year, a 95 percent discount, and has sold about 900 subsidized memberships. A partnership with Boston Medical Center, Prescribe-a-Bike promotes preventative health by offering the subsidized membership vouchers to patients who live on public assistance or make less than the federal poverty level.

Figure 16: Bike Share Phasing



Legend

- Potential Phase I Station Locations
- Potential Phase II Station Locations
- Potential Bike Share Extension Zone
- Existing Pct. 2 H&B Trail
- Proposed Trail Alignment

ENFORCEMENT AND EVALUATION INITIATIVES

Although enforcement has been used for nearly 20 years as a primary way to gauge network connectivity and safety, traffic enforcement is not a stand-alone tactic to ensuring long-term safety outcomes. Enforcement is still a critical component but other elements such as safer design speeds and safer roadways as part of the safe systems approach provide a better way to improve traffic safety. The following strategies relate to both enforcement and evaluation initiatives that the city can undertake to improve safety for all road users.

Initiative 1: Work with local law enforcement agencies to ensure proper driving behaviors around pedestrian and cyclist facilities

Law enforcement officers bring unique strengths to road safety and injury prevention programs. As first responders to crashes, they often witness the results of safety problems experienced by pedestrians and cyclists. Law enforcement officers can also be influential in shaping policy to support a culture of safety. According to NHTSA, law enforcement coupled with public engagement and improvements to the built environment can improve safety-related behaviors, which may lead to crash reductions.¹¹

To properly enforce safe driving behaviors around pedestrian and cyclist facilities, officers generally need consistent and frequent instruction on the following topics:

- » Laws that affect the safety of interactions between pedestrians, cyclists, and motorists (such as yielding laws and passing laws)
- » Equitable, safe, and effective enforcement methods and operations
- » Language and communication about pedestrian and cyclist issues to use when interacting with the public.
- » Tools to enhance the quality of crash data collection and reporting

Law enforcement personnel who have received instructional training specific to pedestrians and cyclists tend to better understand pedestrian and cyclist crash scenarios and are better prepared to apply the law in various situations, whether in crash prevention efforts or post-crash response. To improve safety for all road users in Pharr, local law enforcement personnel must commit to participating in additional training related to pedestrian and bicycle safety and updating enforcement practices to ensure proper behaviors by motorists.

Initiative 2: Work with Pharr Engineering and Development Services staff to incorporate enhanced pedestrian facilities including adequate lighting infrastructure during plan review

Throughout public engagement, residents expressed the need for adequate lighting in and around residential neighborhoods. According to the FHWA, the nighttime fatality rate is three times the daytime rate due to low visibility and higher travel speeds. Lighting improvements can reduce crashes up to 42 percent for nighttime injury pedestrian crashes at intersections; and 33 to 38 percent for nighttime crashes at rural and urban intersections.¹² The City of Pharr should consider providing enhanced lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, and the presence of crosswalks and raised medians. The City should engage with communities to determine where and how new and improved lighting can benefit the community most by considering their priorities, including eliminating crash disparities, connecting to essential neighborhood services, improving active transportation routes, and promoting personal safety.



Well-lit roadways improve safety for all road users
Source: SF Better Streets

¹¹ Blank, K., and O'Brien, S. (2020). The Role of Law Enforcement in Supporting Pedestrian and Bicyclist Safety: An Idea Book. (Report No. DOT HS 812 852) National Highway Traffic Safety Administration.

¹² Elvik, R., and Vaa, T. (2004). Handbook of Road Safety Measures (Report No. FHWA-SA-21-050) U.S. DOT Federal Highway Administration

Initiative 3: Form a Bicycle and Pedestrian Advisory Committee to provide input on local policy issues that affect safe and equitable walking and cycling

Bicycle and Pedestrian Advisory Committees (BPACs) are appointed by elected officials and are responsible for providing input to decision makers on bicycle and pedestrian projects, programs, and policies. BPACs are especially beneficial as “insider advocates” working within a state, region, or local government to impact policies and decisions.

As part of a government organization, BPACs allow for transparency and public input into a variety of decision-making processes. At a basic level, BPACs create a focal point for community discussion of bicycle and pedestrian issues. This discussion works both ways, with residents who are provided the opportunity to raise concerns and ideas; and with agency staff who are able to respond and put forth their own ideas. Additionally, BPACs can provide support and be champions of bicycle and pedestrian infrastructure projects in the City, creating an opportunity for advocates and city staff to work together which can lead to heightened understanding, awareness, and further spur pedestrian and bicycle infrastructure improvements.

Initiative 4: Work with area agencies to establish a pedestrian and cyclist counting program to better understand demand

There is an opportunity to partner with RGVMP and the Texas Bicycle and Pedestrian Count Exchange to capture bicycle and pedestrian count data at key destinations and along the Precinct 2 Hike and Bike Trail. A pedestrian and bicycle counting program can help the City determine where demand is and analyze pedestrian and cyclist safety to understand exposure to collisions to put crash statistics into perspective.



Bike counters help City officials determine the demand for new or improved infrastructure
Source: BikePortland

Initiative 5: Track plan implementation through performance metrics

As the City implements projects, initiatives, and programs as part of this Plan, there should be quantifiable ways to track progress over time. Performance measures not only provide a way to assess the current state of walking and biking conditions but also provide justification for necessary improvements to promote safety, mobility, and accessibility.

Performance measures were identified into three categories: Infrastructure, Access, and Health and Safety.

- » Infrastructure performance measures can evaluate a variety of improvements including miles of pedestrian and bicycle facilities constructed, number of intersection or crosswalk improvements completed, maintenance of facilities, trail amenities and placemaking improvements.
- » Access performance measures reflect the connectivity of residential neighborhoods and businesses to the active transportation network. This can be measured by percent of residents/businesses within a quarter-mile or half-mile of pedestrian or cyclist infrastructure.
- » Health and Safety performance measures evaluate the impact of infrastructure improvements to the well-being and safety of all road users. This could include reduction in crash rates and public health indicators.

WALK & BIKE FRIENDLY COMMUNITIES



Using the 5 E's framework, the Bicycle Friendly Community (BFC) program from the League of American Bicyclists provides a roadmap to improving conditions for cycling and guidance to help create more bikeable communities. A BFC welcomes bicyclists by providing safe accommodations for cycling and encouraging people to bike for transportation and recreation. Cities can be designated as Bronze, Silver, Gold, or Platinum BFCs, depending on how they score on their application for four years.



Walk Friendly Communities (WFC) is a national recognition program developed to encourage towns and cities across the United States to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort. Similar to the BFC program, communities apply to the WFC program and are awarded the recognition in the form of Bronze, Silver, Gold, or Platinum.

For more information on bike and walk friendly communities, please visit: bikelineague.org/bfa or walkfriendly.org

4

IMPLEMENTATION PROGRAM

Hidalgo County Precinct 2 Hike & Bike Trail
Source: Halff Associates

INTRODUCTION

Chapter 4, *Implementation Program*, establishes a basic framework to implement projects presented in Chapter 3, *Strategies and Recommendations*. This section includes unit and aggregate costs for proposed improvements to bicycle, pedestrian, and trail infrastructure to promote and enhance walking and biking in Pharr. The costs outlined on the following pages were developed using TxDOT bid tabs and project references and should only be used to assess the feasibility and budget for improvements and new infrastructure construction. Costs for landscape sitework improvements are subject to field verification, additional design development, and construction documentation and specifications. Project and program recommendations are divided into three categories for a potential implementation timeframe: Short-term (1-2 Years), Medium-term (2-5 Years), and Long-term (5-10 Years).

FUNDING SOURCES AND STRATEGIES

The following funding programs represent the most reliable resources for implementing bicycle and pedestrian projects:

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

Originally created under the American Recovery and Reinvestment Act as the TIGER grant, that can be used for a wide variety of projects that help communities nationwide carry out projects with significant local or regional impact. Transportation projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, mobility, community connectivity, and partnership. The USDOT will prioritize projects that can also demonstrate improvements to racial equity, reduce impacts of climate change, remove barriers to opportunity, and create good-paying jobs.

Carbon Reduction Program

This program offered by FHWA provides formula monies to states to reduce transportation emissions or the development of carbon reduction strategies. Eligible projects will support the reduction of transportation emissions, including: the construction, planning, and design of trail facilities for pedestrians, cyclists, and other nonmotorized forms of transportation; public transportation projects; and congestion management technologies.

National Infrastructure Project Assistance (Megaprojects or MEGA)

A new grant program offered by the U.S. Department of Transportation (U.S. DOT) that supports large, complex projects difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Fifty percent of the funding is for projects greater than \$500 million in total project cost, and the remaining 50 percent of the funding being awarded to projects between \$100 million and \$500 million in total project costs. Projects eligible under the Megaprojects program include highway or bridge project, railway-highway grade separation or elimination, or freight rail projects that provide public benefit.

Infrastructure for Rebuilding America (INFRA) Program

This grant program offered by the U.S. DOT supports major multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects include those that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. Previously approved projects included projects with active transportation components.



TxDOT Green Ribbon Program

The goal of the Green Ribbon Program is to beautify landscape along TxDOT ROW. The grant will fund landscape installation and the local government is responsible for maintenance for at least five years. The grant is an annual competition held through local TxDOT districts.



Landscaping enhancements along TxDOT ROW in Victoria, TX
Source: City of Victoria, Texas

Pilot Program for Transit Oriented Development

The Pilot Program for Transit Oriented Development (TOD) Planning helps support the Federal Transit Administration (FTA) mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Projects funded through the program must examine ways to improve economic development and transit ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, and enable mixed-use development near transit stations. In November 2022, FTA announced the award of approximately \$13.1 million to 19 projects in 14 states in FY22 TOD planning grants to support community efforts to improve access to public transportation.

Safe Streets and Roads for All (SS4A) Grant Program

Established by the U.S. DOT's Bipartisan Infrastructure Law (BIL), the SS4A program funds local, regional, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible applicants include metropolitan planning organizations, city and county governments, and federally recognized Tribal governments. Projects eligible for SS4A funding include:

- » Developing or updating a comprehensive safety action plan
- » Conducting planning, design, or development activities in support of an action plan
- » Carrying out projects and strategies identified in an action plan

Healthy Streets Program

Authorized in the Infrastructure Investment and Jobs Act (IIJA), the Healthy Streets Program works to reduce flooding, improve air quality, and mitigate the urban heat island effect within communities of color and low income communities by providing grants to state and local governments, as well as nonprofits, to both plant trees and deploy Smart Surfaces, such as reflective pavement in urban heat islands and porous pavement in flood prone areas.

Energy Efficiency and Conservation Block Grant Program

This program offered through the U.S. Department of Energy is a new grant released in Fall 2022 that assists states and local governments to reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. Eligible uses include the development of infrastructure, such as bike lanes, pathways, and pedestrian walkways.

Transportation Alternatives Set-aside (TA) Program

Authorized in the Surface Transportation Block Grant (STBG) by FHWA, the TA program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; community improvements such as historic preservation and vegetation management; recreational trails; and safe routes to school projects. In Texas, TA funds are administered by TxDOT. In large urbanized areas with populations over 200,000, TA funds are also distributed directly to MPOs to administer according to their needs.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Established by the U.S. DOT's BIL, the SMART discretionary grant program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. A SMART grant may be used to carry out a project that demonstrates at least one of the following:

- » Sensors
- » Systems integration
- » Smart grid
- » Traffic Signals



Transportation Alternatives Set-aside funding helps implement bicycle and pedestrian projects
Source: Rails-to-Trails Conservancy

Enhancing Mobility Innovation

Offered by FTA, the Enhancing Mobility Innovation program aims to award funding to eligible transit agencies to improve access and mobility for transit riders. Enhancing Mobility Innovation projects fall under two categories:

- » Accelerate innovative mobility - Concept development and/or demonstration projects that improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions
- » Software solutions - Projects that support the development of software solutions that facilitate integrated demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other means

Eligible recipients include public transportation agencies, state or local government DOTs, state, city, or local government entities, and organizations such as Metropolitan Planning Organizations.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Offered by FHWA through the BIL, the CMAQ Program provides flexible funding to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each state then divide that total among apportioned programs.



CMAQ funding helps municipalities reduce congestion and improve air quality
Source: Virginia Clean Cities

PROJECT PRIORITIZATION CRITERIA

Consistent with the Plan goal and objectives presented in Chapter 1, this section establishes the criteria in which the proposed projects were ranked or prioritized for development. A series of weighted criteria was created to assign scores to the list of proposed projects. The criteria were divided between three overarching categories that align with the project goal and objectives: Community Benefit, Health and Wellness, and Project Feasibility. As shown to the right in Table 4.1, *Project Prioritization Criteria*, projects were awarded points based on their ability to improve walking and biking conditions in the City of Pharr for a total of 36 possible points. Map 19, *Priority Projects*, identifies locations of priority projects throughout Pharr. The projects that received the highest score for each category are highlighted at the top of each table on the following pages.

Table 4.1, Project Prioritization Criteria

Category	Description	Point Value
Community Benefit		
Provide Connectivity to Area Destinations	Connects to two or more local destinations and provides access to transit	3
	Connects to two or more local destinations	2
	Connects to one local destination (major/minor retail, entertainment venue, restaurants, etc.)	1
Increase Access to Parks and Schools	Connects to two or more schools/parks	3
	Connects to one school/park	1.5
Improve Safety	High pedestrian/cyclist crash corridor/location	3
	Low pedestrian/cyclist crash corridor/location	1.5
System Connectivity	Includes connection across a barrier or closes an existing gap in the network	3
	Provides a link to a route that crosses a barrier	1.5
Access to Transit	Provides access to more than one transit route or stop	3
	Provides access to one transit route or stop	1.5
Facility Condition	Absent sidewalk/sidepath	3
	In need of repair/rebuild	2
	Upgrade of existing sidewalk facility	1
Potential Demand	Project is located in high pedestrian demand area	3
	Project is located in a medium pedestrian demand area	2
	Project is located in a low pedestrian demand area	1
Health & Wellness		
Wellness Index	Project is located in an area with high need for ped/bike improvements to enhance overall health and wellness	3
	Project is located in an area with medium need for ped/bike improvements to enhance overall health and wellness	2
	Project is located in an area with low health and wellness index scores	1
Operational Feasibility		
Corridor Feasibility	Majority of corridor ROW available for construction	3
	ROW available, requires simple negotiation for use/construction	2
	Requires complex negotiation for use/construction	1
Project Leveraging	Existing transportation project programmed at location	3
	Street repaving project	1.5
	No existing project programmed at location	0
Cost	Low - Less than \$100K	3
	Medium - \$100K - \$500K	2
	High - \$500K or Greater	1
Public Interest	Documented corridor concerns and/or project support	3
	Neutral or limited/no feedback	1.5
TOTAL POINTS POSSIBLE		36

MAP 19, PRIORITY PROJECTS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads

Proposed Projects

- Intersection Improvements
- Bicycle Facilities
- Off-street Canal Trail
- Sidewalk Improvements



April 2023
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



Priority Sidewalk Improvements

- ① Las Milpas Rd. from Jackson to Veterans
- ② Cage Blvd. from Sam Houston to Ridge
- ③ Cage Blvd. from Polk to Bell

Priority Intersection Improvements

- ① Cage Blvd. & Dicker Rd.
- ② U.S. BUS 83 & Jackson Rd.
- ③ Cage Blvd. & Ridge Rd.

Priority Trail Segments

- ① South Pharr East-West Connection
- ② Hall Acres Route
- ③ Northwest Main

Priority Bicycle Facilities

- ① U.S. BUS 83 Sidepath
- ② Jackson Rd. Sidepath
- ③ Polk Ave. Sidepath

BICYCLE FACILITIES

On-street bicycle facilities are proposed along roadways with existing shoulder facilities and low traffic volumes and speeds. Order of magnitude costs for bicycle facilities include road striping, vertical elements for protected facilities, and required bike lane signage.

Bicycle Facility Key

BPL = Buffered/Protected Bike Lane **BB** = Bicycle Boulevard **SP** = Sidepath

Table 4.2, *Proposed Bicycle Facility Projects*

Priority Score	Road Name	Location		Facility Class	Distance (Mi)	Implementation Timeframe			Order of Magnitude Cost
		Segment Start	Segment End			Short	Medium	Long	
28	Cage Blvd.	Polk Ave.	U.S. BUS 83	BPL	0.65	X			\$32,000
27.5	Kelly Ave.	Jackson Rd.	Veterans Blvd.	BB	2.3		X		\$47,000
26.5	Cage Blvd.	Gabriella Ave.	Military Hwy.	BPL	3.09	X			\$145,000
25	Cage Blvd.	Kelly Ave.	Floodway	BPL	2.75	X			\$130,000
25	Ferguson Ave.	Jackson Rd.	Veterans Blvd.	BPL	0.95	X			\$45,000
24	Jackson Rd.	Owassa Rd.	Minnesota Rd.	BPL	0.50		X		\$25,000
19.5	Jackson Rd.	Javelina Dr.	Military Hwy.	BPL	4.23		X		\$200,000
21.5	Sugar Rd.	U.S. BUS 83	Cage Blvd.	BPL	1.59			X	\$75,000
23	Sugar Rd.	Ferguson Ave.	Warren St.	BPL	0.24			X	\$15,000
22	Veterans Blvd.	Owassa Rd.	Ferguson Ave.	BPL	2.48		X		\$115,000
24.5	Bell St.	Sugar Rd.	Veterans Blvd.	BB	1.81		X		\$40,000
22.5	Bluebonnet St.	Bell St.	Sam Houston Blvd.	BB	0.8		X		\$17,000
21	Flag St.	Kelly Ave.	Sam Houston Blvd.	BB	0.24		X		\$6,200
21.5	N. Dogwood St.	Polk Ave.	Kelly Ave.	BB	0.91		X		\$20,000
20.5	N. Fir St.	Polk Ave.	U.S. BUS 83	BB	0.69		X		\$15,000
TOTAL COST:									±\$928,000

ROAD RECONFIGURATION

Order of magnitude costs for proposed road reconfiguration projects includes the cost of existing lane line eradication, travel lane restriping, bike lane striping, and turning lane symbol markings.

Table 4.3, *Proposed Road Reconfiguration Projects*

Road Name	Location		Distance (Mi)	Implementation Timeframe			Order of Magnitude Cost
	Segment Start	Segment End		Short	Medium	Long	
Dicker Rd.	Jackson Rd.	Veterans Blvd.	2.3	X			\$62,000
Sioux Rd.	Cage Blvd.	Veterans Blvd.	1.03		X		\$28,000
Sugar Rd.	Ferguson Ave.	Warren St.	0.26		X		\$6,700
TOTAL COST:							±\$96,700

Note: All proposed projects are subject to additional field verification.

SIDEPATHS

Off-street sidepaths are proposed along roadways with sufficient ROW to accommodate 10-foot-wide bi-directional paths. Order of magnitude costs include the cost for path construction, amenities such as benches and waste receptacles, and emergency call posts to ensure safety on the path.

Bicycle Facility Key

BPL = Buffered/Protected Bike Lane **BB** = Bicycle Boulevard **SP** = Sidepath

Table 4.4, *Proposed Sidepath Projects*

Priority Score	Road Name	Location		Facility Class	Distance (Mi)	Implementation Timeframe			Order of Magnitude Cost
		Segment Start	Segment End			Short	Medium	Long	
33	U.S. BUS 83	Jackson Rd.	Veterans Blvd.	SP	2.84			X	\$1,600,000
28.5	Jackson Rd.	Ferguson Ave.	Javelina Dr.	SP	3.93		X		\$2,200,000
28.5	Polk Ave.	Jackson Rd.	I-2	SP	0.79		X		\$440,000
26	Cage Blvd.	Ferguson Ave.	Polk Ave.	SP	0.50		X		\$277,000
24.5	Earling Rd.	Jackson Rd.	Veterans Blvd.	SP	2.32		X		\$1,300,000
22	Hall Acres Rd.	Jackson Rd.	Cage Blvd.	SP	1.28		X		\$700,000
22.5	Juan Balli Rd.	Jackson Rd.	Cage Blvd.	SP	1.28		X		\$700,000
19	Military Hwy.	Jackson Rd.	Veterans Blvd.	SP	3.29			X	\$2,000,000
19.5	Moore Rd.	Jackson Rd.	Veterans Blvd.	SP	2.32		X		\$1,300,000
20.5	Owassa Rd.	Jackson Rd.	Veterans Blvd.	SP	2.32		X		\$1,300,000
27	Polk Ave.	Cage Blvd.	Veterans Blvd.	SP	1.03		X		\$575,000
26	Ridge Rd.	Jackson Rd.	Cage Blvd.	SP	1.28		X		\$710,000
24.5	Sioux Rd.	Jackson Rd.	Veterans Blvd.	SP	2.31		X		\$1,300,000
24	Sugar Rd.	Hummingbird St.	Ferguson Ave.	SP	0.75		X		\$420,000
28	Thomas Dr.	Jackson Rd.	Veterans Rd.	SP	2.3		X		\$1,300,00
27.5	Veterans Blvd.	Ferguson Ave.	Military Hwy.	SP	8.16		X		\$4,500,000
TOTAL COST:									±\$21,000,000

Note: All proposed projects are subject to additional field verification.

SIDEWALKS

Order of magnitude costs for proposed sidewalk improvements includes the cost for the construction of five-foot-wide sidewalks per linear foot and does not include costs for pedestrian intersection crossings or ADA compliant curb ramps.

Table 4.5, *Proposed Sidewalk Projects*

Priority Score	Road Name	Location		Distance (Mi)	Implementation Timeframe			Order of Magnitude Cost
		Segment Start	Segment End		Short	Medium	Long	
27.5	Cage Blvd.	Polk St.	Bell St.	0.44	X			\$120,000
26.5	Las Milpas Rd.	Cage Blvd.	Veterans Blvd.	1.67		X		\$440,000
26	Cage Blvd.	Sam Houston Blvd.	Ridge Rd.	0.65	X			\$175,000
24.5	Anaya Rd.	Jackson Rd.	Cage Blvd.	1.92		X		\$510,000
17.5	Anaya Rd.	Cage Blvd.	Veterans Blvd.	1.89		X		\$500,000
26	Cage Blvd.	Las Milpas Rd.	Anaya Rd.	0.91	X			\$250,000
20.5	Cage Blvd.	Anaya Rd.	Hi-Line Rd.	0.90	X			\$240,000
17.5	Cage Blvd.	Hi-Line Rd.	Military Hwy.	0.88	X			\$230,000
21	Cage Blvd.	Moore Rd.	Hall Acres Rd.	0.64	X			\$170,000
17.5	Egly St.	Sugar Rd.	Dahlia St.	0.25	X			\$65,000
23.5	Fir St.	Kelly St.	Ridge Rd.	0.67	X			\$180,000
18.5	Hall Acres Rd.	Cage Blvd.	Palmer Dr.	0.46		X		\$125,000
19.5	Hi-Line Rd.	Jackson Rd.	Cage Blvd.	2.28		X		\$600,000
16	Hi-Line Rd.	Cage Blvd.	Veterans Blvd.	1.79		X		\$470,000
21	Jackson Rd.	Dicker Rd.	Anaya Rd.	1.64		X		\$450,000
19.5	Jackson Rd.	Earling St.	Ferguson Ave.	1.95		X		\$515,000
18.5	Jackson Rd.	Owassa Rd.	Earling St.	1.29		X		\$350,000
17	Jackson Rd.	Juan Balli Rd.	Dicker Rd.	1.78		X		\$475,000
16	Jackson Rd.	Javelina Rd.	Juan Balli Rd.	2.90		X		\$775,000
21	Javelina Dr.	Cage Blvd.	Veterans Blvd.	1.45		X		\$400,000
17	Javelina Dr.	Jackson Rd.	Cage Blvd.	2.17		X		\$575,000
25	Kelly Ave.	S. Hibiscus St.	S. Cage Blvd.	0.48	X			\$130,000
24	Kelly Ave.	S. Gumwood St.	Veterans Blvd.	0.43	X			\$115,000
23.5	Las Milpas Rd.	Jackson Rd.	Cage Blvd.	2.13		X		\$560,000
15.5	Minnesota Rd.	Jackson Rd.	Cage Blvd.	1.85		X		\$500,000
15.5	Minnesota Rd.	Cage Blvd.	Veterans Blvd.	1.23		X		\$300,000
18.5	Fir St.	Seminole Ave.	Cheyenne Ave.	0.12	X			\$31,000
18.5	Fir St.	Cheyenne Ave.	Minnesota Ave.	0.12	X			\$31,000
18.5	Jose St.	Ruisenor Ave.	Las Milpas Rd.	0.39	X			\$104,000
15	Sugar Rd.	Earling Rd.	Owassa Rd.	1.65		X		\$430,000
	TOTAL COST:							±\$10,200,000

Note: All proposed projects are subject to additional field verification.

INTERSECTIONS

Order of magnitude costs for intersection improvements includes the cost for crosswalk striping, ADA compliant curb ramps, and required pedestrian crossing signage.

Table 4.6, *Proposed Intersection Projects*

Priority Score	Road Name	Intersection	# Crossing Improvements	Implementation Timeframe			Order of Magnitude Cost
				Short	Medium	Long	
28	Cage Blvd.	Dicker Rd.	4	X			\$35,800
28	U.S. BUS 83	Veterans Blvd.	3		X		\$26,850
27.5	Cage Blvd.	Polk Ave.	4		X		\$35,800
27.5	Cage Blvd.	U.S. BUS 83	3		X		\$26,850
20.5	Ferguson Ave.	I-69C	6		X		\$53,700
27	Jackson Rd.	Dicker Rd.	4	X			\$35,800
23.5	Jackson Rd.	Polk Ave.	4		X		\$35,800
27.5	Jackson Rd.	U.S. BUS 83	4		X		\$35,800
24.5	Kelly Ave.	Jackson Rd.	3		X		\$26,850
27.5	Polk Ave.	Veterans Blvd.	4		X		\$35,800
26	Ridge Rd.	Cage Blvd.	4		X		\$35,800
23.5	Sam Houston Blvd.	Jackson Rd.	4		X		\$35,800
21	Sioux Rd.	I-69C	7		X		\$62,650
18.5	Sioux Rd.	Sugar Rd.	4		X		\$35,800
TOTAL COST:							±\$519,100

TRAILS

Order of magnitude costs for proposed trail projects includes the cost of trail construction, trail lighting, shade structures, and associated trail signage.

Table 4.7, *Proposed Trail Projects*

Priority Score	Trail Name	Distance (Mi)	Implementation Timeframe			Order of Magnitude Cost
			Short	Medium	Long	
28	South Pharr East - West	8.94			X	\$6,000,000
27.5	Hall Acres Route	3.42		X		\$2,350,000
26	Northwest Main	3.52		X		\$2,550,000
25	Las Tiendas Plaza Route	2.40		X		\$1,745,000
22	Col Rowe Extension	2.42		X		\$1,625,000
24.5	Knights/Raiders Trail	1.83	X			\$1,400,000
25.5	Hidalgo Park Trail	3.36			X	\$2,450,000
23	South Pharr North - South	1.28			X	\$900,000
22	La Quinta/Villa San Miguel	4.21		X		\$3,000,000
16	Garcia Elementary Loop	1.46	X			\$1,075,000
15.5	West Moore Road Loop	0.49		X		\$450,000
10.5	North Pharr to San Juan	1.58		X		\$1,100,000
TOTAL COST:						±\$24,645,000

Note: All proposed projects are subject to additional field verification.

IMPLEMENTATION ROLES

Implementing the proposed projects and programs outlined in this Plan will involve a host of local and regional partners working together towards a common vision to improve health and wellness for residents of Pharr. The development of roadway infrastructure that sufficiently accommodates cyclist and pedestrian needs requires coordination among multiple entities including local, regional, and state governments. These same partners, in cooperation with private entities, may also play a role in bicycle and pedestrian program development. When coordination does not occur, project development and implementation can often be disjointed and not adequately serve and address the needs of the community residents.

The proposed programs were assigned priority scores to determine the level of benefit and level of resources required, such as dedication of staff or funding, for implementation. Initiatives were scored using a five-point scale, with one being the lowest level of benefit or amount of resources required, and five being the highest level of benefit or amount of resources required. Scoring of initiatives was developed by the project team and reviewed by city staff and will help identify initiatives that will have the greatest impact. While all initiatives represented below will improve health and wellness for community residents and help implement pedestrian and bicyclist safety projects, some may require more staff time or more funding and resources than others. Rather than put initiatives in a short-, medium-, and long-term timeframe, initiatives were identified as one-time actions or ongoing. One-time actions are related to policies or ordinances that should be enacted to help facilitate implementation of future projects while ongoing efforts are those that can be done at specific time intervals throughout the next ten years.

Table 4.8, *Implementation Action Plan*, outlines programs and policies that align with the Vision Zero 5Es for safety as well as initiatives that promote health and wellness for citizens in Pharr and identifies local, regional, or state agencies that could serve as a project champion or provide a funding match for grant opportunities.

Table 4.8, *Implementation Action Plan*

Partnering Agency Key		One-time	Ongoing			Priority Score	
						Benefit	Resources
PJSA ISD	Pharr-San Juan-Alamo Independent School District						
PPWD	Pharr Public Works Dept.						
PED	Pharr Engineering Dept.						
PDS	Pharr Development Services						
PPARD	Pharr Parks and Recreation Dept.						
PPD	Pharr Police Dept.						
RGVMPO	Rio Grande Valley Metropolitan Planning Org.						
BGCP	Boys & Girls Club of Pharr						
LRGVDC	Lower Rio Grande Valley Development Council						
TxDOT	TX Dept. of Transportation						
Engineering Initiatives							
1. Adopt and implement a Complete Streets Policy		X			PED, PPWD	●●●○○	●●○○○○
2. Conduct engineering studies along high crash corridors to determine the need for additional safety measures		X	X		PED, TxDOT	●●○○○○	●●○○○○
3. Revise engineering design manual to incorporate pedestrian and bicyclist safety improvements		X			PED	●●●●○	●●○○○○
4. Develop and implement an access management policy		X			PED, PPWD	●●●●○	●●○○○○
5. Implement Sidewalk Retrofit Program		X	X		PPWD	●●●●○	●●●●○
6. Revise Neighborhood Traffic Calming Program		X			PPWD	●●●○○	●●○○○○
7. Establish a city-wide Bicycle Parking Ordinance		X			PDS, PPWD	●●●○○	●●○○○○



Partnering Agency Key

PSJA ISD Pharr-San Juan-Alamo Independent School District
 PPWD Pharr Public Works Dept.
 PED Pharr Engineering Dept.
 PDS Pharr Development Services
 PPARD Pharr Parks and Recreation Dept.
 PPD Pharr Police Dept.
 RGVMPD Rio Grande Valley Metropolitan Planning Org.
 BGCP Boys & Girls Club of Pharr
 LRGVDC Lower Rio Grande Valley Development Council
 TxDOT TX Dept. of Transportation

Action	Partnering Agency	Priority Score	
		Benefit	Resources

Education and Encouragement Initiatives

1. Partner with area agencies to develop educational materials on pedestrian and cyclist safety		X	RGVMPD, TxDOT,	●●●○○	●●●●○
2. Work with PSJA ISD, Pharr Boys and Girls Club, and local advocacy organizations to develop a bicycle maintenance and skills training course		X	PSJA ISD, BGCP, PPD	●●●●●	●●○○○○
3. Work with PSJA ISD to promote a Safe Routes to School Program		X	PSJA ISD, PPWD	●●●●○	●●○○○○
4. Promote an Open Streets Program	X	X	PED, PPD, PPWD, PPARD	●●○○○○	●●●●●
5. Develop a Bike Friendly Business Program for businesses in Pharr	X		PPWD, PDS	●●○○○○	●●●●○

Health Initiatives

1. Partner with RGV BCycle to establish a Bike Share Program	X		LRGVDC	●●○○○○	●●●●○
2. Implement a "BikeRx" bicycle prescription service		X	PED, LRGVDC	●●●○○	●●●●●

Enforcement and Evaluation Initiatives

1. Work with local law enforcement agencies to ensure proper driver behaviors around pedestrian and cyclist facilities		X	PPD	●●●○○	●●●●○
2. Incorporate enhanced pedestrian facilities including adequate lighting infrastructure during plan review		X	PED, PPWD	●●●●○	●●○○○○
3. Form a Bicycle and Pedestrian Advisory Committee	X	X	RGVMPD, PED	●●●○○	●●●●○
4. Work with area agencies to establish a pedestrian and bicyclist counting program to better understand demand		X	RGVMPD, TxDOT	●●●○○	●●●●○
5. Track plan implementation through performance metrics		X	PPD, TxDOT, PDS, PED	●●●●○	●●●●○



PHARR
**PEDESTRIAN SAFETY
AND WELLNESS PLAN**





PHARR PEDESTRIAN SAFETY AND WELLNESS PLAN



A PUBLIC ENGAGEMENT

City of Pharr Fire Department staff participating in public outreach efforts at Pharr Hub Market Days
Source: Halff Associates

INTRODUCTION

The public engagement process and activities were outlined in the Plan's approved scope of work and will play a key role in shaping the outcomes of this plan. Community residents, stakeholders, and local and regional public agencies were involved throughout the planning process to provide input on the Plan vision and goals, proposed strategies, and recommendations.

The following is intended to provide a brief overview of community engagement efforts as part of this planning effort. During the client kick-off meeting, it was determined that in lieu of a formal public open house, the project team would facilitate feedback at community events throughout the City. These events are well attended by community residents and will provide an opportunity to reach a wider audience. For each of the in-person community events, three engagement boards were provided with the following questions:

- » What does pedestrian safety and wellness mean to you?
- » What street, intersections, or locations are unsafe or in need of improvement?
- » What destinations would you like to walk or bike to in Pharr?
- » What facility or improvement do you want to see in Pharr?

City-wide maps were also provided at each engagement event to facilitate discussion about corridors and intersection locations in Pharr that need improvement. Flyers were distributed at each event to direct participants to the online survey which asked more detailed questions related to pedestrian safety and wellness in Pharr.

"There are no sidewalks in or around our neighborhood and my husband and I are both blind. We would like accessible sidewalks so we could be able to walk independently and safely in our community."

- COMMUNITY SURVEY RESPONDENT

PUBLIC OUTREACH — COMMUNITY EVENTS

Steering Committee Meeting #1 — June 6, 2022

The project team hosted an online meeting with steering committee members including representatives from the City of Pharr, RGVMPD, and TxDOT. The project team presented the initial community findings to the steering committee, including area demographics, crash data, and the existing pedestrian and bicycle network in Pharr. The steering committee helped identify key employment and entertainment destinations in Pharr, as well as provided guidance on potential opportunities and upcoming projects that could enhance walking and biking in Pharr.

Hub Market Days — June 11, 2022

The project team attended the June 2022 Pharr Hub Market Days event held in Downtown Pharr to engage with Pharr residents and visitors. The engagement materials were provided in both English and Spanish, and approximately 20 Hub Market visitors learned about the Plan and provided input on what types of pedestrian improvements they would like to see in the community.

Participants were asked to place a sticker next to the types of facilities or infrastructure improvements they feel are needed in Pharr. Protected bike lanes had the highest number of responses (15) as a necessary facility improvement, and many participants noted the number of drivers using the existing bike lanes as a drive lane or right turn lane, creating an unsafe environment for cyclists. To ensure cyclists feel safe while using on-street facilities throughout Pharr, participants expressed a desire for increased law enforcement and educational campaign to make drivers aware of the on-street facilities. Participants also chose lighting improvements as a necessary improvement, as many people walk or bike in the evening when temperatures are lower and to increase safety and visibility.

Participants noted maintenance of existing facilities such as replacing broken sidewalks and restriping crosswalks as a desired improvement, as well as constructing wider sidewalks to facilitate both walking and biking. Other desired improvements included trail connectivity to schools and parks, shared-use paths or trails, and safer street crossings.



Pharr Independence Day Festival
Source: Halff Associates

Pharr Independence Day Festival — July 2, 2022

Members of the project team attended the Pharr Independence Day Festival held at the Allen & William Arnold City/School Park. The engagement materials were provided in both English and Spanish. There were more than 50 attendees who learned about the Plan and provided input to what types of pedestrian improvements they would like to see in the community.

Participants were asked to identify what streets, intersections, or locations are unsafe or need improvements, the majority of responses were along major roadways such as Eldora Road between Jackson Road and I-69, Las Milpas Road between Jackson Road and Cage Boulevard, and Hall Acres Road. Other corridors identified include Thomas Drive, Moore Road, Ridge Road, Minnesota Road, and Sam Houston Boulevard.

Improvements or facility types that participants would like to see included safer street crossings, sidewalk infrastructure, and improved lighting along major roadways in Pharr. There were several comments about the lack of sidewalk connectivity between schools, parks, and residential neighborhoods along with the need for traffic calming measures along local roadways to reduce speeding.

Pharr Night Out — August 2, 2022

The project team attended the Pharr Night Out event held at the Pharr Aquatic Center. The engagement materials were provided in both English and Spanish, and participants were given the opportunity to identify streets or intersections they feel are unsafe or in need of infrastructure improvements. Approximately 25 attendees learned about the plan and provided feedback at the event.

Participants were asked to identify types of facilities or infrastructure improvements they feel are needed throughout Pharr. The majority of participants identified lighting improvements to be an important improvement for the community, further elevating the need for better pedestrian and vehicular visibility during the morning and evening time periods. Locations for lighting improvements include Raider Drive near PSJA North Early College High School and Dr. William Long Elementary, Thomas Drive, Juan Balli Road, E. Valle Vista Avenue, W. Lee Street, and Buchanan Estates neighborhood. Participants also identified Veterans Boulevard, Earling Road, and Fir Street near Liberty Middle School as areas they would like to see bike lanes or protected bike lanes.

Several participants made comments regarding the lack of pedestrian facilities in South Pharr, along Las Milpas Road, Dicker Road, and Thomas Drive. Additionally, participants would like to see safer intersections or pedestrian crossings near schools such as Raider Drive or Eldora Road. Additionally, participants suggested slower vehicle speeds or installation of speed bumps to slow traffic near areas children cross the street.



Pharr Hub Market Days
Source: Halff Associates

Steering Committee Meeting #2 — September 13, 2022

The project team hosted an online meeting with steering committee members, including representatives from the City of Pharr, TxDOT, and RGVMP. The main purpose of this meeting was to provide the steering committee with an update to the public engagement efforts and project status. The project team presented the results of the Needs Assessment which identifies areas throughout the city that would benefit most from improvements to pedestrian and bicycle infrastructure. The project team and City staff discussed the feasibility of reducing speed limits along select roadways to accommodate safe and comfortable bicycle and pedestrian infrastructure, as well as areas in Pharr that may produce increased pedestrian or bicycle trips.



Steering Committee Meeting #3 — November 15, 2022

The project team hosted a hybrid meeting with steering committee members, including representatives from the City of Pharr and RGVMP. The main purpose of this meeting was to provide the steering committee with an update to the public engagement efforts, project status, and present preliminary recommendations and design concepts. The project team presented the refined project goals and objectives, as well as the preliminary bicycle and pedestrian network.

Public Open House — November 16, 2022

The project team hosted an in-person open house event located at Pharr City Hall to receive community feedback regarding the preliminary bicycle and pedestrian network and project prioritization. Engagement boards were displayed in both English and Spanish, and provided an overview of the planning process and project status, as well as asked participants how they would prioritize proposed pedestrian and bicycle projects. The event had a total of two participants who engaged with the project team regarding project and policy recommendations. Similar to survey respondents and Hub Market Days visitors, open house participants expressed a desire for a more connected and well-lit pedestrian and bicycle network throughout Pharr.



Pharr Employee Health Fair — February 17, 2023

The City of Pharr hosted a health fair for city employees February 17, 2023. The project team set up an informational booth with interactive boards presented in both English and Spanish at the health fair to provide an update on the plan and receive feedback from city staff.

Pharr Mayor's Walk Event — March 1, 2023

As part of the It's Time Texas Community Challenge, the City of Pharr hosted a walk event with City Mayor Dr. Ambrosio Hernandez. The event was open to both city staff and Pharr residents. The project team set up an informational booth with interactive boards presented in both English and Spanish to allow all members of the community to provide feedback on project prioritization criteria. Community members expressed concerns regarding the lack of pedestrian facilities in South Pharr along Las Milpas Road.

Dr. Seuss' Birthday Party — March 2, 2023

The City of Pharr hosted a birthday party celebration for Dr. Seuss at the Pharr Development and Research Center. The project team had an informational booth set up at the event to engage with parents regarding the proposed projects and project prioritization criteria. Informational materials were provided in both English and Spanish to ensure all members of the community were able to participate and provide feedback. Participants noted a lack of sidewalks along West Last Milpas Road and expressed a desire for more pedestrian access throughout South Pharr.



Steering Committee Meeting #4 — March 10, 2023

The project team hosted the final steering committee meeting online to present the final project recommendations and discuss future implementation roles with steering committee members. Representatives from TxDOT, the City of Pharr, and RGVMPPO attended the meeting and provided feedback on final project recommendations and implementation.

Pharr Hub Market Days — March 11, 2023

The project team attended the March 2023 Hub Market Days Event held in Downtown Pharr to receive feedback from residents and visitors of Pharr regarding final project recommendations and project prioritization. Overall, participants were excited about the proposed hike and bike trails, as well as sidewalk projects in South Pharr and are happy about the positive impacts the proposed improvements will bring to the City of Pharr.

COMMUNITY EVENTS — KEY FINDINGS

- » Over 100 community members participated in informational and interactive outreach activities.
- » Participants noted a lack of pedestrian facilities throughout the City of Pharr, especially areas in South Pharr.
- » The lack of lighting along streets in Pharr is a major safety concern for residents throughout Pharr.
- » Locations for lighting improvements include areas near schools such as PSJA North Early College High School and Dr. William Long Elementary School, as well as streets such as Juan Balli Road, Fir Street, and Thomas Drive.
- » Community members would be more willing to walk or bike if infrastructure in Pharr was safe and accessible to all.

COMMUNITY SURVEYS

The project team administered two community-wide surveys to provide an opportunity for those who live, work, or visit Pharr to share their thoughts about pedestrian safety and wellness and their experiences walking or biking in and around Pharr. The community surveys were hosted on SurveyMonkey and were provided in both English and Spanish to ensure all members of the community were able to participate in this effort.

Community Survey #1

The survey consisted of 20 questions, both open-ended and multiple choice. As of August 31, 2022, there was a total of 206 survey responses with a majority (90 percent) of responses from residents who live in Pharr. There was representation from survey participants throughout the city – North Pharr: 32 percent; Central Pharr: 35 percent; and South Pharr: 22 percent. A majority of survey participants were between the ages of 35 and 54 years old. Below is a summary of the survey responses, followed by the survey instrument. Responses with identifying information such as contact information were excluded.

When asked to provide open-ended feedback on what “pedestrian safety and wellness” in Pharr means to them, many survey respondents noted infrastructure improvements that will facilitate safe pedestrian and bicycle travel, including improved sidewalks and trails. Other responses suggested the ability to walk or bike to destinations such as the grocery store or employment without worrying about being harmed by vehicle traffic or by loose dogs.

“To me, pedestrian safety and wellness means that children will be able to walk to school without worrying about getting hit by cars, it means members of the community can walk to the grocery store without worrying about their safety on the street.”

- COMMUNITY SURVEY RESPONDENT

“Pedestrian Safety and Wellness means having accessible sidewalks and bike lanes that are well lit in most neighborhoods.”

- COMMUNITY SURVEY RESPONDENT

Over two-thirds (66 percent) of respondents do not feel as though they can safely or comfortably walk to area destinations such as school, work, or shopping areas. Similarly, 71.3 percent of respondents do not feel comfortable riding their bike to access area destinations in Pharr. Currently, over 50 percent of survey respondents rarely walk or bike to access destinations; however, 55 percent of survey respondents walk or bike for leisure or exercise at least three to five times a week.

Survey participants would like to safely walk or bike to destinations such as work or school, parks and recreation areas, shopping centers and dining, as well as libraries and community centers throughout the city. Respondents would also like to walk to access transit stops. Respondents who provided their own answers stated they would like to see all drainage canal banks connected as a safe way to bike or walk separated from heavily trafficked roads as well as connections to residential neighborhoods.

When asked about barriers that currently prevent participants from accessing destinations by bike or foot, many respondents noted the lack of sidewalk connections near their homes, dangerous drivers, and cars blocking access to bike lanes and sidewalks. Others stated the fear of being attacked by loose dogs deters them from walking and biking in Pharr and feel safer driving to McAllen to utilize hike and bike facilities. When asked about infrastructure barriers that currently prevent participants from using sidewalks, bikeways, or trails more often, over 77 percent stated there are not enough sidewalks, bikeways, or trails to complete their trip. Others stated poor condition of existing infrastructure, lack of safe pedestrian/bicycle crossings, lack of shade along sidewalks and paths, and personal safety from other roadway users.

COMMUNITY SURVEYS

Priority improvements to encourage walking or biking in Pharr include better street or trail lighting, safer street crossings, more connected sidewalks and trails, and elimination of barriers to access existing facilities. Survey participants also indicated a need for programs focused on pedestrian and bicycle safety (walking nature tours, bicycle safety and education courses, safe routes to school programs, and group rides) as an opportunity to encourage more users and promote walking and biking in Pharr.

The following question was asked to help inform the safe routes to school program identified in Chapter 3 - How often does your student(s) typically use the following transportation options to get to/from school? Approximately 83 percent of survey respondents ride in a family vehicle and almost never walk or bike to school. However, these same survey respondents are at least somewhat interested in walking or biking more to school and would do so given safer and more accessible infrastructure.

Overall, survey participants are interested in walking and biking more than they currently do in Pharr. A majority of survey participants were also interested in utilizing a bike share program for daily commute and leisure activity.

Community Survey #2

The second community survey consisted of four questions, both open-ended and ranking. The intent of the second community survey was to ensure the plan goals and objectives align with the needs of the community, as well as allow participants to choose how proposed projects should be prioritized. The second community survey was open from December 2022 to March 2023 and received a total of 15 responses. Approximately 94% of survey respondents felt as though the plan goals and objectives align with the needs of their community. When asked how they would prioritize projects, many respondents felt community benefit and project feasibility outweighed health and wellness.

"I think this is a good plan to help facilitate walking and bicycling in the city."

- COMMUNITY SURVEY RESPONDENT

COMMUNITY SURVEY — KEY FINDINGS

- » Residents and community members do not feel safe or comfortable utilizing City of Pharr pedestrian or bicycle infrastructure.
- » There is a need for enhanced lighting to increase visibility and safety for those walking or biking in the early morning and evening hours.
- » The lack of a connected network creates a challenge for residents and visitors to safely travel to area destinations by foot or bike.
- » Many intersections along major thoroughfares in Pharr are not safe for pedestrians or cyclists to cross, elevating the need for safety improvements to infrastructure.
- » Many sidewalks and bicycle lanes are obstructed by turning or parked vehicles, creating a safety concern for those needing those facilities to travel to and from area destinations. There is a need for improved law enforcement and awareness of bicycle and pedestrian facilities to reduce the number of pedestrian- or bicycle-related crashes along Pharr roadways.

Q1 Using 10 words or less, what does “Pedestrian Safety and Wellness” in Pharr mean to you?

Answered: 187 Skipped: 19

#	RESPONSES	DATE
1	Having sidewalks everywhere	8/19/2022 9:12 AM
2	People and children walking and crossing streets without fear that they will be hit by a vehicle.	8/14/2022 6:43 AM
3	Accident prevention and accessibility for pedestrians	8/13/2022 11:56 AM
4	It means being able to walk through my town's streets without the fear of being ran over or abducted!	8/13/2022 10:08 AM
5	Ways to help citizens exercise in streets using side walks and trails.	8/13/2022 1:03 AM
6	It means a lot for ped. Safety and wellness.	8/12/2022 4:36 PM
7	Hi I'm a safety Technician so safety means alot to me but also the health of out city , families wanna go out and walk or use bikes but alot of the times families don't have the time so they go outside in the neighborhood to do a little exercise but most don't have sidewalks and the streets some times is not the safest choice. Thank You	8/11/2022 10:29 PM
8	Tunnels	8/11/2022 10:10 PM
9	Those without access to private transportation have access to safe and reliable ways to stay mobile.	8/11/2022 3:29 PM
10	Being able to walk around the city with easy and convenient access to local facilities, amenities, and business.	8/11/2022 11:45 AM
11	WE NEED A PEDESTRIAN SAFETY	8/11/2022 9:21 AM
12	Blinking Cross lights at intersections in neighborhoods, blinking stop signs,	8/10/2022 10:45 PM
13	Safe sidewalks and bicycle paths means a healthier Pharr.	8/10/2022 9:54 PM
14	Safety precautions for our community!	8/10/2022 8:59 PM
15	Sidewalks, bike lanes, enhanced pedestrian crossings so i can vwalk or ride bike and cross busy streets safely	8/10/2022 8:38 PM
16	Opportunity to improve our life quality	8/10/2022 7:58 PM
17	Sidewalks, bike lanes, lite crossings where cars are mandated to stop	8/10/2022 7:56 PM
18	Having designated sidewalks for pedestrians and bicycles as well as acessible walking areas in parks	8/10/2022 7:38 PM
19	Speed bumps sidewalks	8/10/2022 7:16 PM
20	Keeping residents safe	8/10/2022 7:07 PM
21	Safety for Citizens who walk for exercise/wellness	8/10/2022 6:17 PM
22	That all mayor and colonia streets have their sidewalks and free of metal tubes higher than the cement	8/10/2022 5:58 PM
23	People being more mobile for leisure or necessity, could be good for near by businesses, even for health reasons. I know of people who need to walk, can not do it for lack of side walk.	8/10/2022 5:52 PM
24	Dont know	8/10/2022 4:35 PM
25	It means being able to go home to your family every night.	8/10/2022 3:12 PM
26	Use the light signals on pole when crossing. Cross only where traffic light are	8/10/2022 3:11 PM

27	Somewhere we're you can have outside activities in a safe manner	8/10/2022 2:39 PM
28	It's gotten better than it's been but there is room for improvement	8/10/2022 1:50 PM
29	Being able to commute in a safe environment	8/10/2022 1:40 PM
30	Side walks everywhere, bike paths everywhere.	8/10/2022 1:06 PM
31	Sidewalks, and safety signs for Pedestrians.	8/10/2022 12:58 PM
32	Safety and caring for the people on sidewalks or walk ways.	8/10/2022 12:56 PM
33	Get people more interested in walking by creating safe walking zones or areas	8/10/2022 12:51 PM
34	Walking safely and easily around the city	8/10/2022 12:41 PM
35	Id like to see more sidewalks in and around neighborhoods. City parks connecting to bike trails and walking trails. I'd like to see Pharr Canals turning into hiking and biking trails like in San Juan. Perhaps connecting the tri city. I believe this will encourage more people, young and old to come out and do some type of physical activity.	8/10/2022 12:37 PM
36	Giving the right away to people on bikes, wheel chair, motorcycle, and walking pedestrian	8/10/2022 12:13 PM
37	Being able to safely walk anywhere in the Pharr.	8/10/2022 12:12 PM
38	Establish rules for pedestrian safety while suggesting some guidelines for getting a good workout.	8/10/2022 12:07 PM
39	Safe route of transport using a bicycle or walking in the city	8/10/2022 11:41 AM
40	MEANS KEEPING PHARR RESIDENTS SAFE AS THE VENTURE THROUGH OUR CITY	8/10/2022 11:37 AM
41	Watching out for pedestrians safety on the roads	8/10/2022 11:30 AM
42	Lower crime due to surveillance.	8/10/2022 11:11 AM
43	It means everything to me. We have to ride bikes on the sidewalk because vehicles do not respect or know about the bike lanes.	8/10/2022 11:00 AM
44	Essential	8/10/2022 10:56 AM
45	Safe Crossing to parks from neighborhood and no dog feces on walking trails.	8/10/2022 10:28 AM
46	Walking for good health	8/10/2022 10:21 AM
47	People walking in the city of Pharr being able to safely utilize the side walks and intersections. Especially elderly and young children!	8/10/2022 9:55 AM
48	Biking and walking trails	8/10/2022 9:43 AM
49	Sidewalks, walking signs at lights	8/10/2022 9:42 AM
50	It means having a safe and welcoming community.	8/10/2022 8:54 AM
51	Ability to walk unharmed	8/10/2022 8:24 AM
52	The safety and. Wellness to me is making sure the pedestrian that is crossing is with a bike or walking is taking precautions	8/10/2022 7:57 AM
53	The Safety and health of people that walk in the community .	8/10/2022 4:07 AM
54	providing pedestrian safety and accessible pedestrian facilities to help promote wellness and safety to the community	8/10/2022 2:58 AM
55	People who exercise	8/10/2022 12:57 AM
56	That all crosswalk signs and buttons work at intersections	8/9/2022 11:02 PM
57	Convenience	8/9/2022 10:44 PM
58	Having the option to walk safely to main spots, like schools, heb, parks	8/9/2022 10:38 PM
59	Safe accessibility to areas where people on foot have the opportunity to improve their health and well-being.	8/9/2022 10:19 PM



60	Availability of safe road shoulders, surplus of sidewalks	8/9/2022 10:17 PM
61	Keeping pedestrians safe	8/9/2022 9:35 PM
62	Non existing, we don't have sidewalks or lighted streets	8/9/2022 9:32 PM
63	Everyone can walk or bike without fear or inconvenience.	8/9/2022 9:31 PM
64	Safe to share the road with pedestrians, runners, and cyclist	8/9/2022 8:39 PM
65	Prevention of injuries to pedestrians from non pedestrians	8/9/2022 8:05 PM
66	Safe sidewalks and visible signs	8/9/2022 8:04 PM
67	To provide safe alternatives to driving	8/9/2022 7:34 PM
68	Being able to walk or bike through the city without worrying about getting hit by a vehicle.	8/9/2022 6:55 PM
69	It means a lot keep our kids and families safe	8/9/2022 6:47 PM
70	Everything, need area where I can walk or ride a bicycle. I leave on the north side. In the Nolana area. Ride a bicycle to go into town is very difficult. In order to get to the bicycle trail in Pharr I have to use my truck to get there. Not good.	8/9/2022 6:31 PM
71	Safety walking and biking around	8/9/2022 6:10 PM
72	Safe designated bike lanes	8/9/2022 5:59 PM
73	Good sidewalks, appropriate pedestrian crossings	8/9/2022 5:59 PM
74	Arreglen la calle Anaya, mucho trafico para dos carriles y sin banqueta	8/9/2022 5:31 PM
75	Just as it states, the safety of pedestrians. A place where they can walk and feel safe whether it be to improve health.	8/9/2022 5:24 PM
76	Safer place to walk, run or bike around.	8/9/2022 5:17 PM
77	Being able to walk on the side walls and cross the streets without fear of drivers as well as clean sidewalks regarding the. Grass.	8/9/2022 5:04 PM
78	Being sAfe when you walk the city streets	8/9/2022 4:59 PM
79	Feeling safe and comfortable in our city	8/9/2022 4:53 PM
80	Safe and secure access for those walking, running, or biking in Pharr.	8/9/2022 4:50 PM
81	To have children walk safely to school on streets with sidewalks	8/9/2022 4:44 PM
82	Having a safe area to walk, run, bike without worry of being hit by a car.	8/9/2022 4:41 PM
83	Street signs to available and visible for both the safety of pedestrian and vehicular traffic.	8/9/2022 4:40 PM
84	Having secure walk ways for pedestrians and handicapped citizens in the community	8/9/2022 4:40 PM
85	Keeping people who walk on roads safe as well as provide areas for people to enjoy or exercise by walking	8/9/2022 4:17 PM
86	Confident, comfortable, bright lights, emergency phone lines.	8/9/2022 4:14 PM
87	Pedestrian safety/comfort as a consideration in all City boundaries governing streets and/or side walks	8/9/2022 4:13 PM
88	It means that there is sidewalks that are not blocked, wheelchair accessible, and that I won't be attacked by a loose dog or dogs in the neighborhood.	8/9/2022 4:05 PM
89	keeping people safe from automotive vehicles ex. side walks	8/3/2022 9:19 PM
90	Sidewalks not obstructed by vehicles, dogs; safe pedestrian crossings	7/27/2022 11:32 PM
91	Biking or hiking trails for exercise and fitness.	7/21/2022 5:40 PM
92	To me it means that children will be able to walk to school without worrying about getting hit by cars, it means members of the community can walk to their local grocery store without worrying about getting hit by vehicles. It means being able to go for walks and to go for runs on sidewalks around my neighborhood.	7/21/2022 1:06 AM

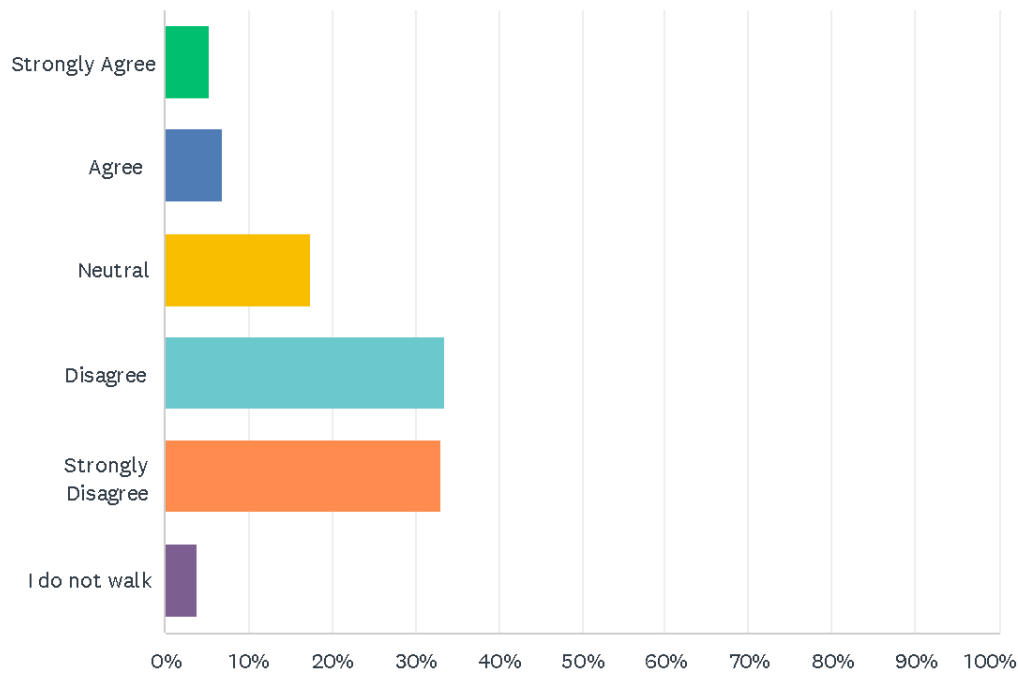
93	Wellbeing	7/18/2022 1:30 PM
94	A community walkway for health reasons that will be safe either by patrols or other means..	7/18/2022 1:04 PM
95	getting to my destination without walking on the road	7/17/2022 10:46 AM
96	Being safe while enjoying downtime, and seeking a healthy lifestyle	7/16/2022 9:50 PM
97	Infrastructure facilitating safe transit of pedestrians on their daily commute.	7/16/2022 6:13 PM
98	It will greatly benefit the physical and mental health of citizens of Pharr.	7/15/2022 2:27 AM
99	Efficiently moving people without risk of accident or injury.	7/14/2022 4:25 PM
100	safe methods of walking around town.	7/14/2022 3:08 PM
101	Awareness/Education on safety for people that walk/bike	7/14/2022 11:56 AM
102	Sidewalks	7/14/2022 11:31 AM
103	Quality of walking conditions to parks and trails.	7/14/2022 10:57 AM
104	Having the ability to get around on foot safely to places	7/14/2022 9:38 AM
105	Providing a safe environment for those who walk or bike on city roads and motivating others to do the same.	7/14/2022 9:21 AM
106	Sidewalks, crosswalks, and lightning for pedestrians	7/14/2022 8:56 AM
107	Better health	7/14/2022 5:13 AM
108	The ability of navigating the streets safely and confidently	7/14/2022 12:14 AM
109	being able to walk through the city safely and securely during the day or night .	7/13/2022 11:26 PM
110	Be able to go walk or job on the side of the street and feel safe with nice sidewalks	7/13/2022 11:24 PM
111	Confidently walking with the assurance of no harm.	7/13/2022 11:18 PM
112	Inforcing more rules and regulation to keep pedestrian safe. Especially the bike lane	7/13/2022 10:18 PM
113	Idk	7/13/2022 8:01 PM
114	Drivers to be cautious about pedestrians	7/13/2022 7:19 PM
115	Access to walk safely to commute for Family activities	7/13/2022 7:01 PM
116	A healthy and safe way to navigate through our great city.	7/13/2022 6:55 PM
117	Safety walking	7/13/2022 6:47 PM
118	Walking on sidewalks, without fear of getting runned over	7/13/2022 6:11 PM
119	Education for drivers to respect pedestrians	7/13/2022 5:59 PM
120	People can walk outside without fear.....including dog attacks and hit and run	7/13/2022 5:40 PM
121	Having adequate sidewalks or trails for the safety of children, mothers and other pedestrians on heavily trafficked roads.	7/13/2022 4:48 PM
122	Being consistent with ALL speeding vehicles.	7/13/2022 4:34 PM
123	Residents having accessible and safe areas to prioritize their health	7/13/2022 4:10 PM
124	A place to walk, ride cycles or play In an area of traffic using caution	7/13/2022 3:47 PM
125	Safety and Security in our parks and trails.	7/13/2022 3:30 PM
126	Landscaping Maintenance throughout all walking trails and pest control (skunks)	7/13/2022 3:01 PM
127	Muy importante en la calle Thomas rd. y más para peatones y bicicletas.	7/13/2022 2:30 PM
128	Secure areas for walking to be healthy.	7/13/2022 2:28 PM

129	Safety when people are walking the streets of Pharr. Also more accessible areas	7/13/2022 2:25 PM
130	Ability to commute by for within the city	7/13/2022 1:28 PM
131	It means having the liberty of walking or riding my bike without being worried about traffic.	7/13/2022 1:14 PM
132	People able to walk the streets safely.	7/13/2022 1:05 PM
133	North side of town	7/13/2022 12:59 PM
134	Sidewalks in frequent walking areas	7/13/2022 12:50 PM
135	Sidewalks, crosswalks, shoulders to walk safely	7/13/2022 12:45 PM
136	Making sure not only the pedestrians are safe but also the drivers	7/13/2022 12:43 PM
137	Exercise	7/13/2022 11:45 AM
138	Making sure that pedestrians and bikers are safe while commuting.	7/13/2022 11:34 AM
139	Not having to worry about getting assaulted when walking.	7/13/2022 11:20 AM
140	Safety of walking/riding and the resources available to public	7/13/2022 11:16 AM
141	Where pedestrians have a safe and well and protected visible route.	7/13/2022 11:14 AM
142	Sidewalks, cross walks at stores and main roads	7/13/2022 11:12 AM
143	Safety for everyone	7/13/2022 11:09 AM
144	Have a better or perfect safety city for its people who live or pass tru the city. Also better access to workout safe and secure.	7/13/2022 11:04 AM
145	Anyone physically moving on a non motorized equipment or vehicle other than for disability on sidewalks, crosswalks, and jogging/bike trails	7/13/2022 10:58 AM
146	Having the infrastructure to safely commute from home to any point of the city with out the use of motorized vehicles.	7/13/2022 10:55 AM
147	An opportunity to wal/run/ride to be healthier	7/13/2022 10:48 AM
148	A future for a safer Pharr where families can walk safely to and from their local markets and parks.	7/13/2022 10:45 AM
149	Being able to walk the city without worrying about being struck by a vehicle or encountering some other hazard.	7/13/2022 10:29 AM
150	Being able to walk/jog using walkways safely for both pedestrians and drivers.	7/13/2022 10:20 AM
151	Bring able to walk around town without getting hurt by vehicles	7/13/2022 10:16 AM
152	Promoting a healthier life style	7/13/2022 10:08 AM
153	Que todas las orillas de las valles tengan banquetas no nadamas un lado	7/13/2022 9:57 AM
154	Creating cross walks and walking trails safe for all	7/13/2022 9:46 AM
155	Walking without being run over	7/13/2022 9:45 AM
156	Ways to keep those walking and cycling on the road safe.	7/13/2022 9:43 AM
157	Safe standards for our community while on roadways	7/13/2022 9:36 AM
158	Intelligent planning from cyclists, runners, and walkers and not politicians.	7/13/2022 9:32 AM
159	Safety and access for our walkers and bikers.	7/13/2022 9:30 AM
160	Being able to walk on a public sidewalk to & from!!	7/13/2022 9:22 AM
161	Sidewalks, lighting, lighted crosswalks...	7/13/2022 9:19 AM
162	Sidewalks are needed to access Allen and William Arnold Park	7/13/2022 9:13 AM
163	Good idea	7/13/2022 9:12 AM

164	More hike and bikes around the city.	7/13/2022 9:06 AM
165	The safety and health of our walkers	7/13/2022 8:58 AM
166	To me it means our community being safe walking to the neighborhood store, with adequate sidewalks and safety lights to walk and stop. It also means being safe on a morning or evening walk.	7/13/2022 8:56 AM
167	Concern for the safety and health of pedestrians in Phaar.	7/8/2022 10:39 PM
168	Safety is priority.	7/6/2022 8:16 AM
169	Having safe walkways and areas that are designated for citizens to walk and exercise	7/4/2022 11:04 PM
170	In order to encourage health & wellness I believe bike trails as well as a walking trail are important for our community. Also it will promote a healthy & involved resident to feel safe in our surroundings and help our residential areas grow with future population. Families with strollers, young kids & individuals looking for events or activities in the area are important.	7/2/2022 7:24 PM
171	Mean everything	7/2/2022 7:05 PM
172	Sidewalks	7/2/2022 6:35 PM
173	Pedestrian Safety and Wellness means having accessible sidewalks and bike lanes that are well lit in most neighborhoods.	7/2/2022 12:42 PM
174	That if I go for a walk for my wellness, I'm going to be safe.	7/2/2022 9:16 AM
175	To where a person can get to and from safely.	6/25/2022 2:25 AM
176	Bienestar para mi familai	6/24/2022 3:04 PM
177	safety and facilities for the pedestrians using the facility	6/23/2022 10:19 AM
178	That we have none of that.	6/22/2022 3:34 PM
179	A beautiful community that promotes wellness.	6/22/2022 3:28 PM
180	Numerous, well maintained sidewalks and bike paths.	6/22/2022 3:26 PM
181	Members of the community feel safe enough to walk or bike around their city. A safe and walkable city creates a healthier community.	6/22/2022 1:07 PM
182	providing safe walkways and using this as a means of transportation and for health	6/20/2022 4:27 PM
183	Participation in cycling, running, walking along hike and bike paths	6/14/2022 7:56 PM
184	Being healthy staying active living longer	6/14/2022 8:15 AM
185	Means better lighting for walkways and Security along the trail	6/13/2022 2:46 PM
186	Being able to walk, run or ride a bike without fear of being run over and attacked by dogs. A safe environment for the entire family.	6/9/2022 3:53 PM
187	It is the ability to walk or ride a bike safely wherever I am.	6/9/2022 7:45 AM

Q2 I can comfortably and safely walk to destinations (school, work, shopping, etc.)

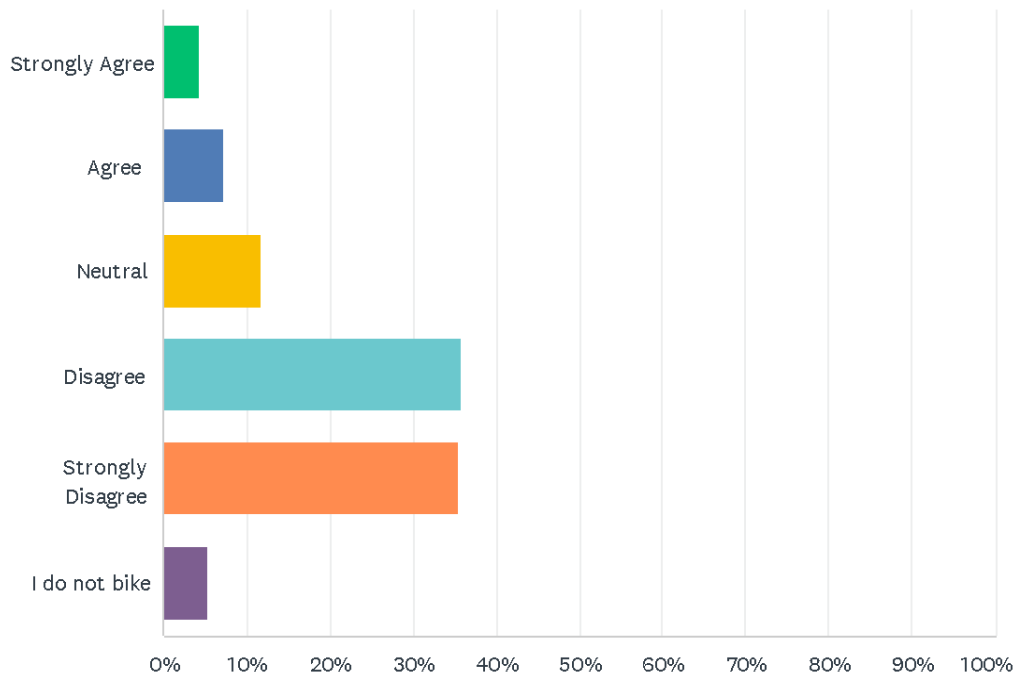
Answered: 206 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	5.34%	11
Agree	6.80%	14
Neutral	17.48%	36
Disagree	33.50%	69
Strongly Disagree	33.01%	68
I do not walk	3.88%	8
TOTAL		206

Q3 I can comfortably and safely ride my bicycle to destinations (school, work, shopping, etc.)

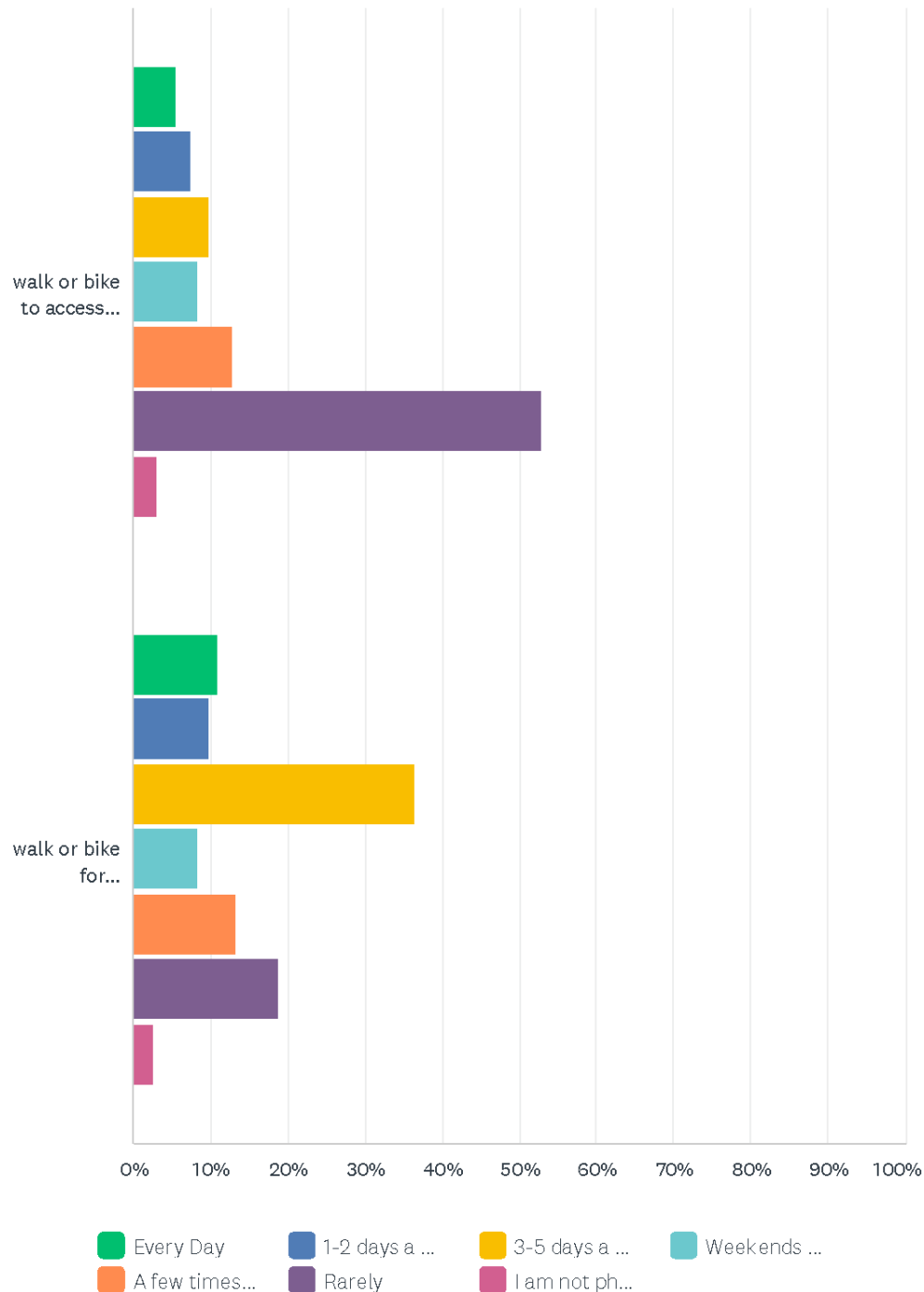
Answered: 206 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	4.37%	9
Agree	7.28%	15
Neutral	11.65%	24
Disagree	35.92%	74
Strongly Disagree	35.44%	73
I do not bike	5.34%	11
TOTAL		206

Q4 How often do you currently...

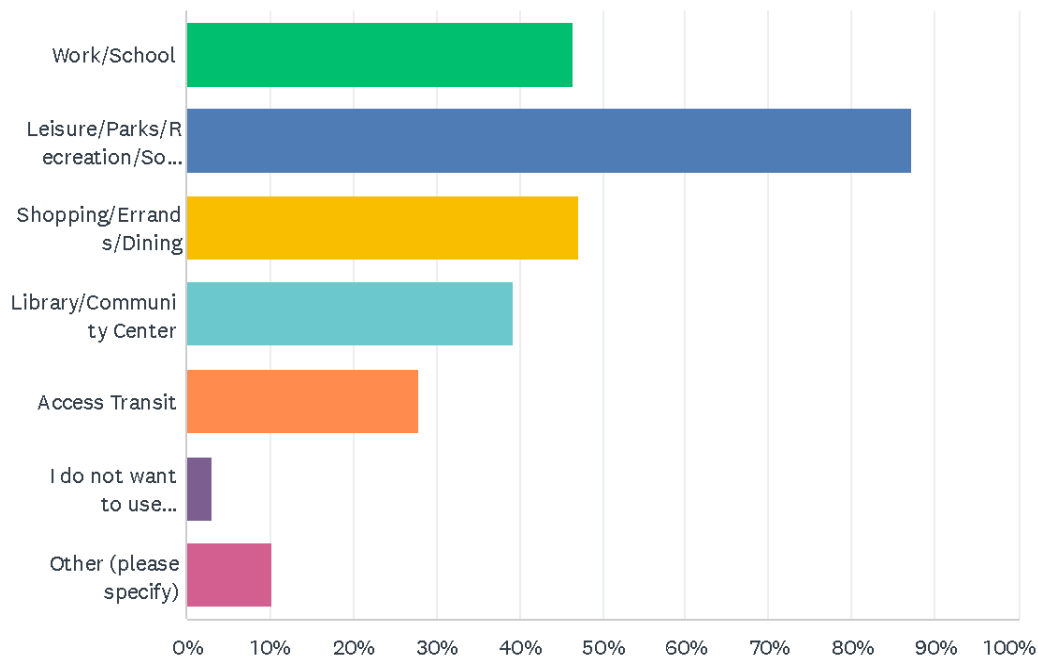
Answered: 204 Skipped: 2



	EVERY DAY	1-2 DAYS A WEEK	3-5 DAYS A WEEK	WEEKENDS ONLY	A FEW TIMES PER MONTH	RARELY	I AM NOT PHYSICALLY ABLE	TOTAL
walk or bike to access destinations (school, dining, work, shopping)	5.45% 11	7.43% 15	9.90% 20	8.42% 17	12.87% 26	52.97% 107	2.97% 6	202
walk or bike for leisure/exercise	10.84% 22	9.85% 20	36.45% 74	8.37% 17	13.30% 27	18.72% 38	2.46% 5	203

Q5 What types of destinations would you like to walk or bike to? (Select all that apply)

Answered: 204 Skipped: 2



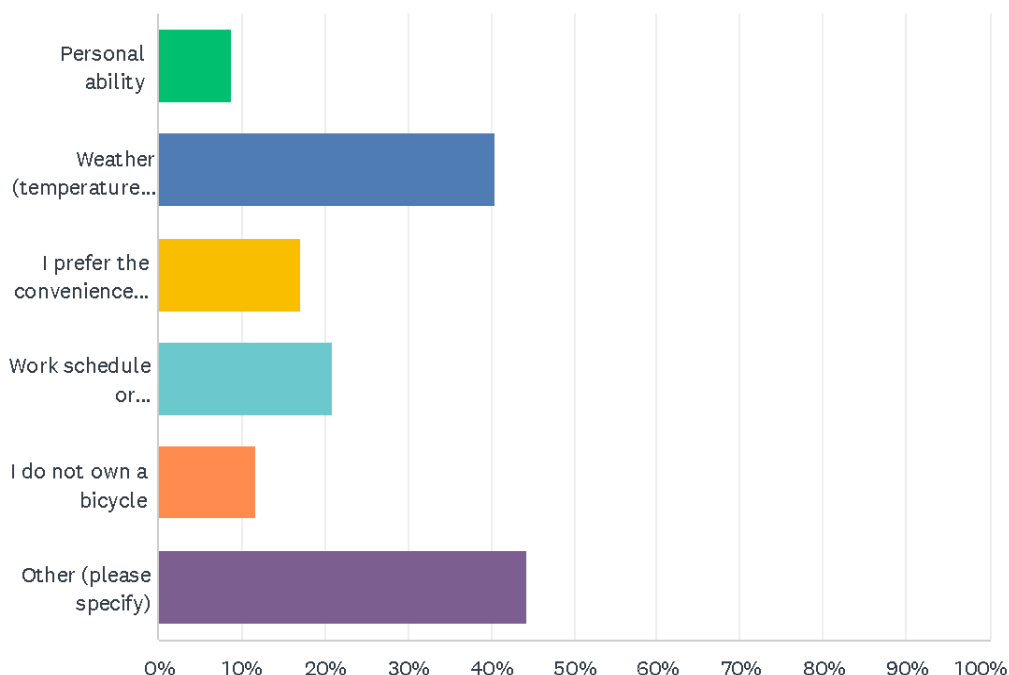
ANSWER CHOICES	RESPONSES	
Work/School	46.57%	95
Leisure/Parks/Recreation/Social	87.25%	178
Shopping/Errands/Dining	47.06%	96
Library/Community Center	39.22%	80
Access Transit	27.94%	57
I do not want to use sidewalks, bikeways or trails	2.94%	6
Other (please specify)	10.29%	21
Total Respondents: 204		

#	OTHER (PLEASE SPECIFY)	DATE
1	Around the neighborhood	8/11/2022 10:29 PM
2	Local Golds gym/ Local Restaurants nearby. We do not have access to a sidewalk and we're literally a 3 minutes away, walking distance	8/10/2022 8:59 PM
3	Family park bike riding	8/10/2022 2:39 PM
4	I am in wheel chair. Need path to HEB	8/10/2022 1:06 PM
5	To my neighbors on the other side of the neighborhood	8/10/2022 12:41 PM

6	Nieghbors	8/10/2022 10:21 AM
7	Dirt trails	8/9/2022 8:39 PM
8	Trails or main roads	8/9/2022 4:41 PM
9	Anywhere. I want more a more walkable Pharr.	7/16/2022 6:13 PM
10	Sidewalks are blocked by cars and in bad conditions.	7/14/2022 10:57 AM
11	Exercise and back home	7/14/2022 8:56 AM
12	wish there was a bike lane to go to city hall	7/13/2022 7:19 PM
13	Downtown area	7/13/2022 6:55 PM
14	Neighborhood	7/13/2022 5:40 PM
15	Bike trails	7/13/2022 2:28 PM
16	Waling	7/13/2022 11:45 AM
17	It would be great if all the canal banks were connected with a safe way to bike.	7/13/2022 11:34 AM
18	Build up from Jones Box Park in South Pharr to connect to the current trails	7/13/2022 10:58 AM
19	An around my neighbor hood,but can't	7/13/2022 9:22 AM
20	And just being to ride my bike for exercising	7/4/2022 11:04 PM
21	Parks, state parks and national wildlife refuge. Centers of all the small cities we have for retaurants and shopping.	6/9/2022 3:53 PM

Q6 Which of the following lifestyle/behavior barriers prevent you from using sidewalks, bikeways or trails more often than you currently do? (Select all that apply)

Answered: 205 Skipped: 1



ANSWER CHOICES	RESPONSES	
Personal ability	8.78%	18
Weather (temperature, precipitation, etc.)	40.49%	83
I prefer the convenience (and speed) of driving	17.07%	35
Work schedule or responsibilities	20.98%	43
I do not own a bicycle	11.71%	24
Other (please specify)	44.39%	91
Total Respondents: 205		

#	OTHER (PLEASE SPECIFY)	DATE
1	No sidewalks on Jackson rd to walk to Valley view school	8/16/2022 11:43 PM
2	the lifestyle mentioned above is not available in North pharr. There a ree	8/14/2022 6:43 AM
3	Lack of side walks or trails. Street is heavily trafficked and not safe	8/13/2022 1:03 AM
4	No sidewalks around neighborhood	8/11/2022 10:29 PM
5	Without any bikeways close to my house I would have to transport my bike on a car	8/11/2022 3:29 PM



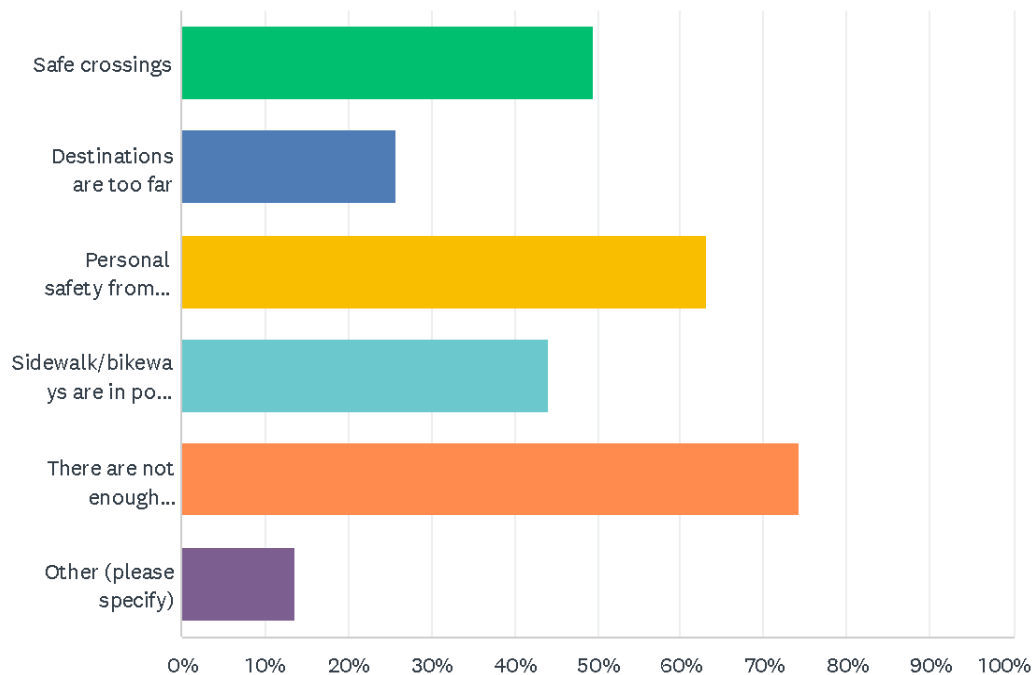
6	There is no sidewalk along Sugar Road to reach Nolana and/or Ferguson. There is no sidewalk connection for students walking to Arnold Elementary.	8/10/2022 9:54 PM
7	Lack of sidewalks and bikeways in the direction i want to go.	8/10/2022 8:38 PM
8	Distance	8/10/2022 7:38 PM
9	No sidewalks on sugar road to get to Allen school	8/10/2022 7:07 PM
10	Dangerous drivers	8/10/2022 6:17 PM
11	Loose dogs, and low street lights, too dark	8/10/2022 5:58 PM
12	No side walks in my neighborhood	8/10/2022 5:52 PM
13	No sidewalk on my area	8/10/2022 4:55 PM
14	There's to many cars and no sidewalks in my neighborhood	8/10/2022 2:39 PM
15	Traffic that don't have regard for bike lanes	8/10/2022 1:50 PM
16	More lighting and speed bumps for slower traffic	8/10/2022 1:40 PM
17	Use wheel chair	8/10/2022 1:06 PM
18	Not having sidewalks, trails, is preventing me to use a sidewalk, trails.	8/10/2022 12:58 PM
19	I think some don't have enough lighting.	8/10/2022 12:56 PM
20	Very little shade along some routes	8/10/2022 12:41 PM
21	lack of bike lanes on roads and trails through terrain.	8/10/2022 12:37 PM
22	There are no sidewalks or bike trails in the immediate area on West Moore Road.	8/10/2022 11:41 AM
23	Crazy drivers	8/10/2022 11:30 AM
24	Safety	8/10/2022 11:00 AM
25	Cars parked on sidewalk	8/10/2022 10:21 AM
26	Ppl drive crazy and have no respect when driving	8/10/2022 7:57 AM
27	There is no sidewalk or walking trails along my neighborhood ☹	8/10/2022 4:07 AM
28	In some areas there is no sidewalk	8/10/2022 12:57 AM
29	Broken crosswalk buttons	8/9/2022 11:02 PM
30	Aggressiveness of drivers	8/9/2022 10:17 PM
31	We don't have them in central pharr. I live on Moore rd between jackson and 281. There's no sidewalks. I can't walk my kids to vanguard or H-E-B	8/9/2022 9:32 PM
32	No bikeways available	8/9/2022 9:31 PM
33	Danger from autos	8/9/2022 8:39 PM
34	There are not enough safe areas with sidewalks to walk on. Sidewalks are often in bad condition if there are any at all.	8/9/2022 8:34 PM
35	Unattended dogs , stray dogs , dogs everywhere in the streets	8/9/2022 8:04 PM
36	No sidewalks available	8/9/2022 7:34 PM
37	Sidewalks rarely go very far before they stop and there are huge gaps where you are forced onto a shoulder or to walk through rough terrain to get to the next section.	8/9/2022 6:55 PM
38	There is none to cross the canal to go towards lbj middle school from high school or dr.long elementary	8/9/2022 6:47 PM
39	There is no side walk or trail to take me from Nolana to down town.	8/9/2022 6:31 PM
40	We need sidewalks to get to school and park near our house	8/9/2022 4:44 PM

41	Fence on trails on the south side	8/9/2022 4:40 PM
42	Safety concerns.	8/9/2022 4:14 PM
43	we dont have any sidewalks to begin with	8/9/2022 4:13 PM
44	Loose dogs in the street, lack of sidewalks, heat islands that are caused by impervious cover	8/9/2022 4:05 PM
45	Vehicles obstructing sidewalks in residential areas making it necessary to walk on the street	7/27/2022 11:32 PM
46	There are no sidewalks available in my neighborhood or surrounding areas.	7/21/2022 1:06 AM
47	Our subdivision doesn't have side walks	7/17/2022 11:50 PM
48	With current infrastructure, it's not enjoyable to walk or bike in the city.	7/16/2022 6:13 PM
49	safety of traffic, stray dogs around town	7/14/2022 3:08 PM
50	Terrible sidewalk condition. Cars blocking access.	7/14/2022 10:57 AM
51	no sidewalks and no bike trails, no safety measures	7/14/2022 9:21 AM
52	Too much traffic and no pedestrian crosswalk	7/14/2022 8:56 AM
53	North Sugar Rd does not have any sidewalks to walk to school	7/14/2022 5:13 AM
54	There is no sidewalks in our neighborhood and both me and my husband are blind. We would like sidewalks so we could be able to walk independently and safely	7/14/2022 12:14 AM
55	People are dangerous when driving their car and can hurt us or kill us	7/13/2022 8:01 PM
56	the need of rehydrate along the way	7/13/2022 7:19 PM
57	Lack of sidewalks connecting to downtown Pharr.	7/13/2022 6:55 PM
58	Safety issues	7/13/2022 6:47 PM
59	No sidewalks on North Sugar Road	7/13/2022 6:11 PM
60	There areno sidewalk near my home	7/13/2022 5:59 PM
61	Dog attached, mosquitos and drunk drivers	7/13/2022 5:40 PM
62	There are no sidewalks or trails in Las Milpas on heavily trafficked roads.	7/13/2022 4:48 PM
63	Saftey	7/13/2022 4:35 PM
64	We don't have sidewalks in our neighborhood	7/13/2022 3:47 PM
65	Traffic	7/13/2022 3:30 PM
66	Lack of sidewalks. I think bike lanes on the road are dangerous.	7/13/2022 2:28 PM
67	No shade along sidewalk and no shade at bus stops	7/13/2022 1:28 PM
68	Safety.	7/13/2022 1:05 PM
69	The lack of sidewalks so I avoid as much as I can walking in my area.	7/13/2022 12:50 PM
70	Im a woman and its scary to go alone	7/13/2022 12:43 PM
71	Worry about assault as a woman	7/13/2022 11:20 AM
72	No sidewalks that connect. Las milpas area	7/13/2022 11:12 AM
73	Safety	7/13/2022 11:09 AM
74	None other than no sidewalk access	7/13/2022 10:58 AM
75	Narrow roads where vehicular traffic becomes a concern for my safety.	7/13/2022 10:55 AM
76	Complicated to go exercise with kids, without sidewalks.	7/13/2022 10:48 AM
77	There are almost no sidewalk/bike lanes	7/13/2022 10:45 AM
78	The lack of sidewalks on Sugar road. It's isolating.	7/13/2022 10:29 AM

79	Not enough or obstructed side walks or	7/13/2022 10:08 AM
80	281 is too busy to ride a bike when cars are inches from you going 50 mph plus!	7/13/2022 9:32 AM
81	Cars parked on the pathway of sidewalk	7/13/2022 9:22 AM
82	No sidewalk on Moore rd	7/13/2022 9:19 AM
83	There is no sidewalk near the water tower to Allen and William Arnold Park	7/13/2022 9:13 AM
84	I live on the North side of Pharr, I have to drive to Arnold elementary or even Mcallen just to walk. If I walk around my neighborhood it's not adequate because of all the parked cars or safety of running into a loose dog.	7/13/2022 8:56 AM
85	Lack of sidewalks and high traffic	7/4/2022 11:04 PM
86	Walking park would be great I live in gated complex on Jackson but it would be great around the areas off Jackson & Moore	7/2/2022 7:24 PM
87	there are no bikeways	6/22/2022 3:34 PM
88	Lack of sidewalks	6/22/2022 3:26 PM
89	Work is far away from where I live	6/22/2022 1:07 PM
90	Dogs are a huge issue in the RGV! I have been bitten many times.	6/9/2022 3:53 PM
91	Lack of protected bike lanes and not enough trails	6/9/2022 7:45 AM

Q7 Which of the following infrastructure barriers prevent you from using sidewalks, bikeways or trails more often than you currently do? (Select all that apply)

Answered: 206 Skipped: 0



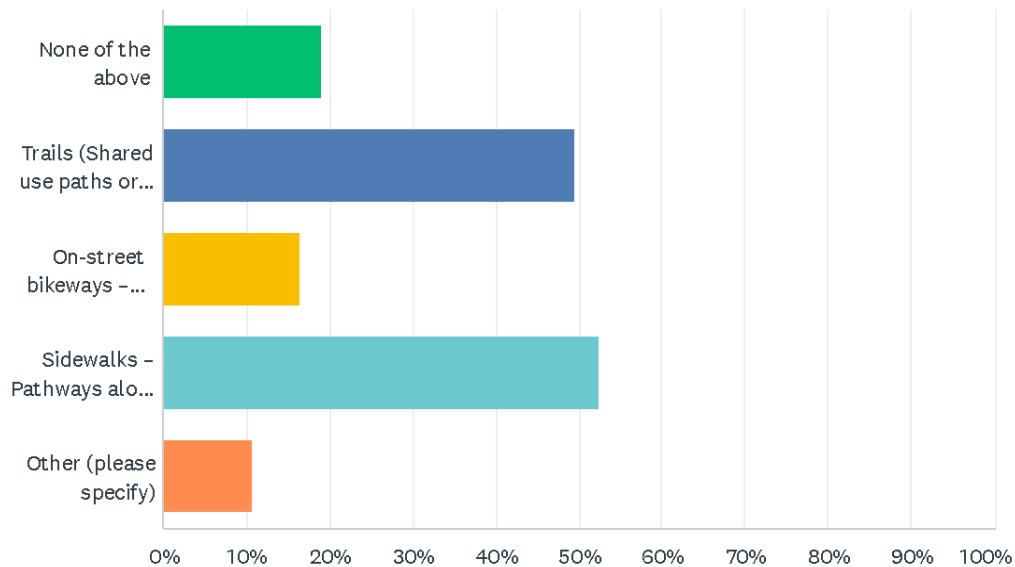
ANSWER CHOICES		RESPONSES	
Safe crossings		49.51%	102
Destinations are too far		25.73%	53
Personal safety from other roadway users		63.11%	130
Sidewalk/bikeways are in poor condition		44.17%	91
There are not enough sidewalks, bikeways or trails to complete my trip		74.27%	153
Other (please specify)		13.59%	28
Total Respondents: 206			

#	OTHER (PLEASE SPECIFY)	DATE
1	Cameras for safety	8/11/2022 6:25 AM
2	There is no sidewalk along Sugar Road to reach Nolana and/or Ferguson. There is no sidewalk connection for students walking to Arnold Elementary.	8/10/2022 9:54 PM
3	More lights on street	8/10/2022 4:55 PM
4	More lighting	8/10/2022 1:40 PM
5	No sidewalk from hall acres to Moore	8/10/2022 1:06 PM

6	Power poles and excess shrubbery	8/10/2022 12:41 PM
7	There are no sidewalks in my area of west moore road	8/10/2022 11:41 AM
8	The majority of sidewalks are right against the street curb. This is unsafely to close to the flow of traffic. At Most street intersections the the cross walk is always blocked be drivers turning right. Some times they drive over the side walk to make the right. All during the turn process the driver is only interest in the flow of traffic obstructing his right turn.	8/10/2022 9:55 AM
9	Not enough sidewalks along the road to walk	8/10/2022 4:07 AM
10	Dogs without leashes	8/9/2022 8:04 PM
11	Poor lighting on streets	8/9/2022 6:10 PM
12	Homeless people	8/9/2022 4:53 PM
13	Secure trails ways with fence where there's monte	8/9/2022 4:40 PM
14	NO SIDEWALKS	8/9/2022 4:13 PM
15	There isn't enough lighting and there are too many packs of loose dogs	8/9/2022 4:05 PM
16	Weather at times	7/27/2022 11:32 PM
17	No shade, trees.	7/21/2022 5:40 PM
18	No shade, forced to walk or bike on the street sometimes, current sidewalks and bike lanes don't lead anywhere.	7/16/2022 6:13 PM
19	Many incomplete sidewalks, no trees for shade, many walkways/paths are not friendly for wheelchair-bound users	7/14/2022 4:25 PM
20	People always park and use bike lane like a turning lane	7/13/2022 10:18 PM
21	Needs to have better and safe bike ways	7/13/2022 8:01 PM
22	NO SIDEWALKS IN LAS MILPAS	7/13/2022 4:48 PM
23	Too hot	7/13/2022 11:45 AM
24	We need more lights under the bridge, police prescience because under the bridge people are driving fast or burning rubber or even seen having sexual relationships	7/13/2022 11:09 AM
25	Cars parked on sidewalks	7/13/2022 9:30 AM
26	Parked cars in the way on sidewalk	7/13/2022 9:22 AM
27	Sugar Rd and Minnesota intersection needs a safety light to turn to the left on Suar rd, I've seen too many accidents there. I saw a car flip upside down when it hit an incoming car on Sugar rd/ Minnesota. It is not safe, I'm trying to turn left, cars are going to fast, 45 mph. Not very safe.	7/13/2022 8:56 AM
28	Education of proper sharing of bike paths.	6/9/2022 3:53 PM

Q8 What type of active transportation facilities do you generally use in Pharr today? (Select all that apply)

Answered: 206 Skipped: 0



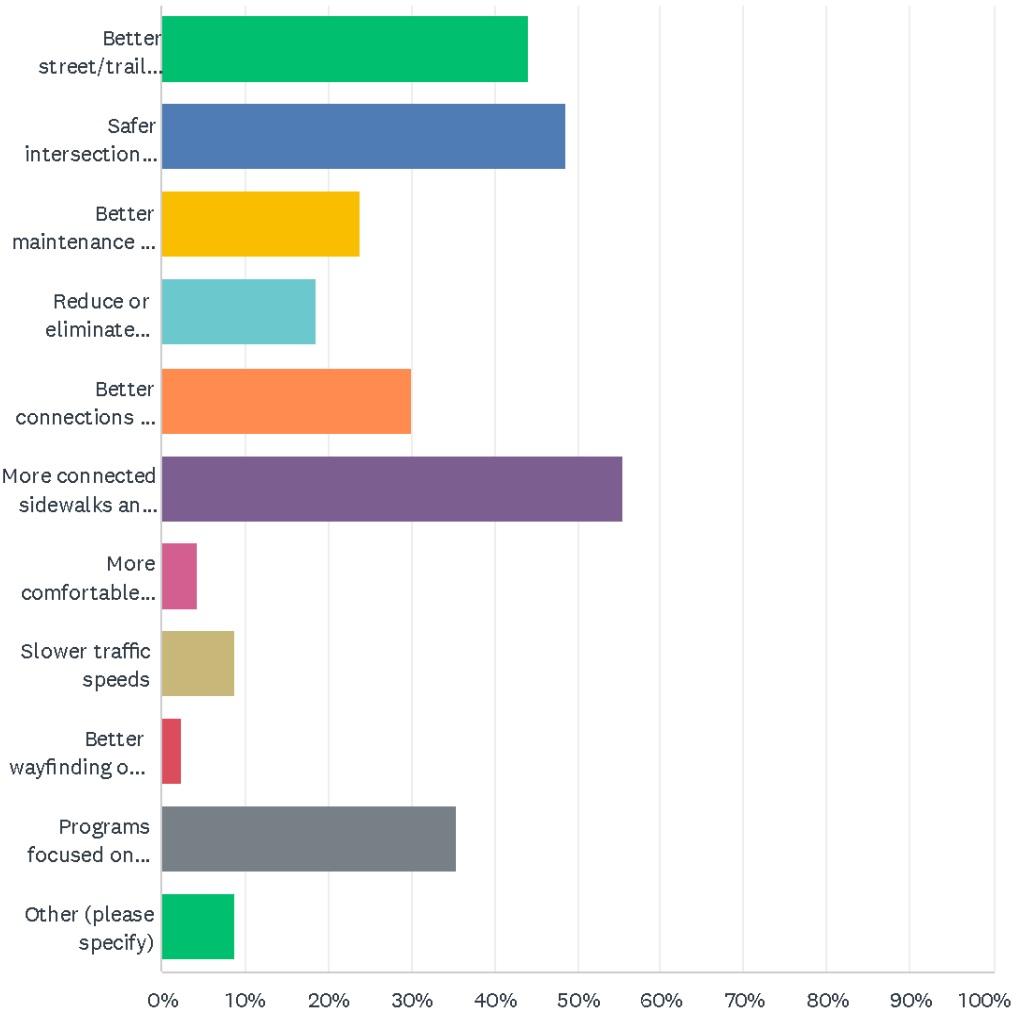
ANSWER CHOICES	RESPONSES	
None of the above	18.93%	39
Trails (Shared use paths or sidepaths) – Off-street trails or paths typically found along creeks, utility easements, rail corridors or in greenbelts or parks. These also include paths adjacent to roadways that are wider than sidewalks.	49.51%	102
On-street bikeways – Facilities that exclusively serve bicyclists including bicycle lanes and signed bicycle routes.	16.50%	34
Sidewalks – Pathways along roadways that generally serve the needs of pedestrians and wheelchair users.	52.43%	108
Other (please specify)	10.68%	22
Total Respondents: 206		

#	OTHER (PLEASE SPECIFY)	DATE
1	Drive	8/12/2022 4:36 PM
2	More sidewalks are needed.	8/10/2022 9:54 PM
3	Car only/ no side walks to neighborhood stores	8/10/2022 5:52 PM
4	Do not own a bike	8/10/2022 3:11 PM
5	off road terrains.	8/10/2022 12:37 PM
6	Dr Long walking path	8/10/2022 10:28 AM
7	We need walking trails or sidewalks that are stroller friendly!	8/10/2022 4:07 AM
8	Add lane to Anaya	8/9/2022 5:31 PM
9	We have no way to walk around our community because we have no sidewalks.	7/21/2022 1:06 AM

10	Whatever strip of grass or pavement that gets me off of the road. Bike lanes on the street are not safe.	7/16/2022 6:13 PM
11	there is no sidewalks	7/14/2022 9:21 AM
12	None drive myself to Edinburgh Park north raul longoria	7/13/2022 6:47 PM
13	Busy Street on North Sugar Road	7/13/2022 6:11 PM
14	DRIVE BIKE ON ROAD	7/13/2022 4:48 PM
15	The few sidewalks available to me in my vicinity	7/13/2022 12:50 PM
16	I drive to Pharr side walk on Moore and use las milpas park on dicker. We need better structure in that area	7/13/2022 11:12 AM
17	Regular road the city of Pharr does not have sidewalks in my area.	7/13/2022 11:04 AM
18	Low traffic streets.	7/13/2022 10:55 AM
19	Actually we need them all	7/13/2022 9:22 AM
20	no bikes	7/8/2022 10:39 PM
21	My own car	7/2/2022 7:05 PM
22	I have to go to mcallen to access well kept trails.	6/22/2022 3:28 PM

Q9 From the list below, select the top three things Pharr should prioritize to help you walk or bike more? (Select top three)

Answered: 206 Skipped: 0



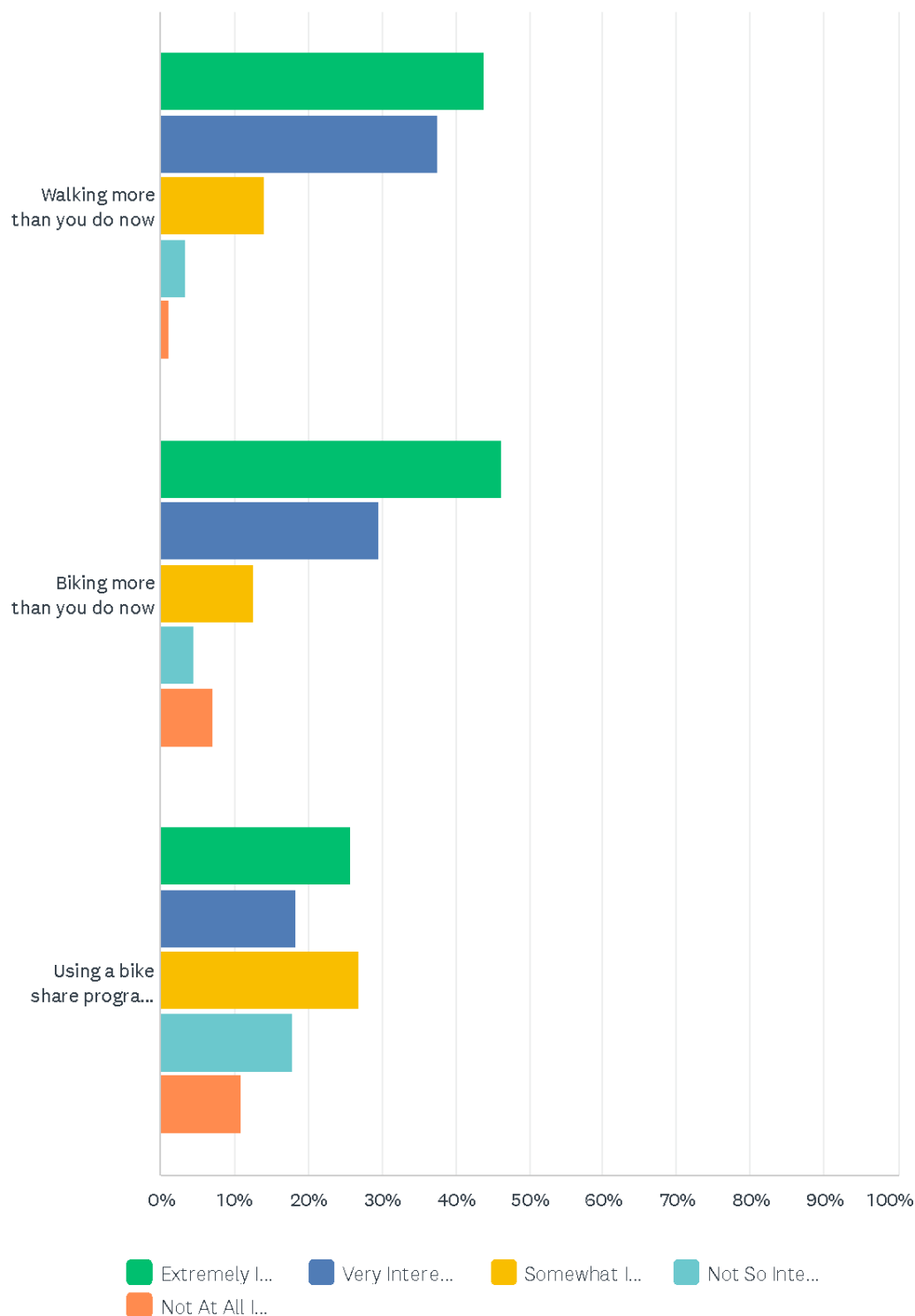
ANSWER CHOICES	RESPONSES
Better street/trail lighting	44.17% 91
Safer intersection and street crossings	48.54% 100
Better maintenance of existing facilities (e.g. sweeping, refreshing pavement markings, trimming vegetation, etc.)	23.79% 49
Reduce or eliminate barriers to access existing facilities (e.g., missing curb ramps, uneven surfaces, routes blocked by utility poles, etc.)	18.45% 38
Better connections to destinations	30.10% 62
More connected sidewalks and trails	55.34% 114
More comfortable facilities	4.37% 9
Slower traffic speeds	8.74% 18
Better wayfinding or routing information	2.43% 5
Programs focused on pedestrian and bicycle encouragement(e.g. walking nature tours, bicycle education, Safe Routes to School, group rides, safety education, etc.)	35.44% 73
Other (please specify)	8.74% 18
Total Respondents: 206	

#	OTHER (PLEASE SPECIFY)	DATE
1	More tunnels to avoid traffic	8/11/2022 10:10 PM
2	Needs those big speed bumps for the bike lane so cars won't use lane just to avoid waiting so they use bike lane all the way down to turn	8/11/2022 6:25 AM
3	Speed bumps	8/10/2022 7:16 PM
4	Medians/curbs to separate roads and bike lanes	8/10/2022 6:17 PM
5	Drainage in tunnels (flooding due to rain), sidewalks on Moore Rd	8/10/2022 5:30 PM
6	Better zoning for mixed us	8/10/2022 12:41 PM
7	Speed bumps before and after Dr Long Main Entrance also enforce pet owners of picking up after their pets	8/10/2022 10:28 AM
8	Our children are and will always be the future of the city of Pharr. There are to many sidewalks are unsafely up against the street curb. Children walking to and from school are not aware of the danger of the flow of traffic. Many times this traffic is exceeding the post speed limite. On some streets the posted speed limite has been raised to expidite the flow of traffic.d	8/10/2022 9:55 AM
9	Fine for pet owners who let their dogs leave their yards and rooming on the streets	8/9/2022 8:04 PM
10	Make a path so kids don't have to go all the way to expressway to get to the other side lots of kids enjoy dr.long park but have to cross canal or go all the way to the expressway to go around	8/9/2022 6:47 PM
11	Bench in Anay St	8/9/2022 5:31 PM
12	Remove Homeless people sleeping in park benches	8/9/2022 4:53 PM
13	animal control (maintain dogs in their properties)	8/9/2022 4:13 PM
14	maps availability for residents	7/13/2022 7:19 PM
15	LBJ Dan Ramirez and Arnold schools all have No access of any sidewalk to get to those schools	7/13/2022 6:11 PM
16	They need to build sidewalks.	7/13/2022 4:48 PM

17	Too hot to walk to destinations. I like using the trails for afternoon walks, but you need more trash cans throughout trails, to throw away dog poops. Trails from Moore Rd. To Kennedy Middle School.	7/13/2022 3:01 PM
18	We actually need them all	7/13/2022 9:22 AM

Q10 How interested are you in...?

Answered: 205 Skipped: 1



	EXTREMELY INTERESTED	VERY INTERESTED	SOMEWHAT INTERESTED	NOT SO INTERESTED	NOT AT ALL INTERESTED	TOTAL
Walking more than you do now	43.90% 90	37.56% 77	14.15% 29	3.41% 7	0.98% 2	205
Biking more than you do now	46.23% 92	29.65% 59	12.56% 25	4.52% 9	7.04% 14	199
Using a bike share program like BCycle for daily commute and leisure activity?	25.87% 52	18.41% 37	26.87% 54	17.91% 36	10.95% 22	201

Q11 Identify up to three (3) locations where you feel unsafe walking or biking? (streets, intersections, trails, etc.)

Answered: 187 Skipped: 19

#	RESPONSES	DATE
1	Moore road , cage and ridge	8/19/2022 9:12 AM
2	1. No sidewalk on Jackson rd walking to valley view high school. 2. No side walk on Las milpas rd walking to madre cabrini church, Jones box park and wal mart 3. No sidewalk on Anaya rd walking to boys and girls club, las milpas park	8/16/2022 11:43 PM
3	Minnesota road	8/14/2022 6:43 AM
4	1. Ridge road where H-E-B is 2. South Cage going to the Dollar Store 3. South Cage....City Hall area	8/13/2022 11:56 AM
5	Sam Houston Blvd	8/13/2022 10:08 AM
6	Cage and dicker Cage and las milpas road Dicker road between Jackson and veterans	8/13/2022 1:03 AM
7	Down my street, no sidewalks and loose dogs. Hard for elderly to get to trail down from my street safely.	8/12/2022 4:36 PM
8	Around the neighborhood, the streets , any intersection	8/11/2022 10:29 PM
9	Anywhere with motor vehicle traffic. I only ride my bike in the p2 trail for safety	8/11/2022 10:10 PM
10	Minnesota and I Rd	8/11/2022 3:29 PM
11	Streets, intersections, unlit neighborhoods.	8/11/2022 11:45 AM
12	83 and 495 83 and veterans Frontage and veterans	8/11/2022 6:25 AM
13	Kelly and gardenia	8/10/2022 10:45 PM
14	Sugar Road. West Eldora Road. West Sioux Road.	8/10/2022 9:54 PM
15	Intersection of Ridge Rd and Jackson Rd in Pharr, Tx. The area where Golds Gym, and New shops opened up leading down to Camper Neighborhood and Gated Coummity before Moore Rd on Jackson Road definitely needs a consistent sidewalk.	8/10/2022 8:59 PM
16	Cage & moore, cage north of ridge,	8/10/2022 8:38 PM
17	Ridge Rd and Cage Blvd	8/10/2022 7:58 PM
18	Crossing I road between the two bike trails. Crossing major intersections of downtown.	8/10/2022 7:56 PM
19	Eldora park safe in park but not getting there	8/10/2022 7:38 PM
20	The new bike/ walk trail H-E-B Stores	8/10/2022 7:16 PM
21	Sugar road between Ferguson & Nolana, especially at night, no lighting. Nolana between sugared & expressway. Especially at night or early in morning. Can't see at thing (no lighting) and no sidewalks. Almost ran over ppl walking on the street because there are no sidewalks.	8/10/2022 7:07 PM
22	Jackson Road, Ridge Rd, Cage Rd	8/10/2022 6:17 PM
23	Juan Balli Rd, Cage, and Dicker Rd	8/10/2022 5:58 PM
24	Intersection 495& Sugar Rd/ Sugar Rd& Sioux and no side walk from Sugar to Nolana and streets in between this neighborhood.	8/10/2022 5:52 PM
25	-Moore Rd between Cage & I Rd. -Jackson Rd south of Ridge -along I Rd. south of Ridge	8/10/2022 5:30 PM
26	South 281 on Las milpas rd, South Jackson	8/10/2022 4:55 PM



27	All roads without sidewalks and streetlights in the area.	8/10/2022 3:12 PM
28	Verteran Rd Crossings on Bell street Polk Ave	8/10/2022 3:11 PM
29	Citrus bay, sioux road and veterans and we need a bike trail that leads to a park	8/10/2022 2:39 PM
30	Streets in neighborhoods need more lighting	8/10/2022 1:40 PM
31	Hall acres to Moore rd	8/10/2022 1:06 PM
32	Dicker Rd, Nannette Dr, E Darlene Dr.	8/10/2022 12:58 PM
33	Moore St. by baseball park, walk trail by Pharr Pd, Hall Acres Road. They seem too dark.	8/10/2022 12:56 PM
34	along north sugar road - 495 all the way to city limits. along all of 495 along all of old 83	8/10/2022 12:51 PM
35	Cage, interchange underpass, Sugar Road	8/10/2022 12:41 PM
36	Nolana, Jackson, Sugar roads	8/10/2022 12:37 PM
37	South Cage	8/10/2022 12:13 PM
38	Veterans - Ridge- Sam Houston	8/10/2022 12:12 PM
39	On Sugar Road in between 495 and Nolana West Sioux Road West 495 from 281 to Jackson	8/10/2022 12:07 PM
40	West Moore Road, Cage Road and Jackson Road.	8/10/2022 11:41 AM
41	FRONTAGE 281 & 495, S CAGE & BUS 83, JACKSON RD & BUS 83	8/10/2022 11:37 AM
42	Intersection of business 83 and cage. Intersection of veterans and business 83 Flag and cage	8/10/2022 11:30 AM
43	All streets	8/10/2022 11:11 AM
44	All of Ferguson Veteran Rd north of expressway All of Cage Blvd.	8/10/2022 11:00 AM
45	I2 / Cage blvd intersection, I2 frontage from Ird to Cage blvd, Cage blvd from I2 to FM 495	8/10/2022 10:56 AM
46	Dr Long Park ever since they repaved Eldora people drive fast and people and children constantly encounter drivers speeding, need speed bumps before and after Main entrance. Also corner of Cognac and Canadian in Buchanan Estates people growing hedges near intersection and drivers can't see they need to have hedges cut shorter.	8/10/2022 10:28 AM
47	Bluebonnet, Veterans and Ridge.	8/10/2022 9:55 AM
48	Sugar rd Sioux rd Jackson rd	8/10/2022 9:43 AM
49	Moore rd, south on cage	8/10/2022 9:42 AM
50	Ridge Road has many speeders, typically going 20+ over the speed limit. I Would be more comfortable using sidewalks on that road if more patrol was enforced in that area.	8/10/2022 8:54 AM
51	Cage and 495.	8/10/2022 8:24 AM
52	Jackson ave in pharr near Costco and Sam's club	8/10/2022 7:57 AM
53	Raiders trail and E Nolana loop	8/10/2022 6:20 AM
54	Down Jackson Starting from Eldora Rd to Nolana and North Towards Jackson Rd. I live in an apartment complex and I believe more sidewalks and walking trails along this area would benefit a lot of people to walk to stores and restaurants that are very close by! I can't take a walk along Jackson road because there's not enough sidewalk walking trail and I can't take my baby in the stroller because of this reason.	8/10/2022 4:07 AM
55	Veterans between Ridge Rd and Moore Rd (missing sidewalks) Moore Rd between Cage Blvd and Veterans (missing sidewalks) Moore Rd between Cage Blvd and Jackson Rd (missing sidewalks)	8/10/2022 2:58 AM
56	Trail part where trailer park section also where sanitation is and the last section in pharr.	8/10/2022 12:57 AM
57	Eldora no sidewalk to the school	8/10/2022 12:35 AM
58	Cage at Ridge, Ridge at Jackson, Cage at Moore	8/9/2022 11:02 PM

59	Hike trail by the police station	8/9/2022 10:44 PM
60	Main roads, streets & trails	8/9/2022 10:38 PM
61	Cage & Business 83 Cage and Expressway 83 Cage & Ridge	8/9/2022 10:19 PM
62	Cage, Ridge, Jackson	8/9/2022 10:17 PM
63	Cage, Sioux, Sugar Rd	8/9/2022 9:35 PM
64	Moore road. Biggest houses in pharr and we don't have sidewalks. There's no sewer, we have drainage ditches. It's like living in 1980 in las Milpas. I don't think there are any streets in las Milpas that do not have sewer. They are all well paved with proper drainage. Not is here at Moore road	8/9/2022 9:32 PM
65	Business 83, area around Library	8/9/2022 9:31 PM
66	Veterans rd , drain ditches ,	8/9/2022 8:39 PM
67	West Cherokee Ave - no sidewalks Caffery - uneven/missing sidewalks and loose dogs that chase us Kelly-Jackson intersection - extremely dangerous, no traffic regulation with cars coming out of Costco and fast food places, dangerous even to drive through there	8/9/2022 8:34 PM
68	Across the street from Pharr Recreation Center 1006 Kelley st. Kids unable to cross safely to go to park .	8/9/2022 8:05 PM
69	Blanca Ln, Juan Bali avenue ,Cardinal street	8/9/2022 8:04 PM
70	Raider Dr...East Eldora Rd, Nolana	8/9/2022 7:34 PM
71	Ridge Rd/ Jackson Ridge Rd/ Cage Blvd Bus 83/ Cage Blvd	8/9/2022 6:55 PM
72	Side of the expressway next to pharr medical place pipe uses to cross canal	8/9/2022 6:47 PM
73	Sam Houston and cage	8/9/2022 6:46 PM
74	On cage blvd. on Vetern Road. Very difficult to go down town or other neighborhoods for that matter.	8/9/2022 6:31 PM
75	Near bears high school. The entire area around the school is way too dark.	8/9/2022 6:10 PM
76	Cage Blvd and Military. Both have dirty bike lanes.	8/9/2022 5:59 PM
77	Intersections	8/9/2022 5:59 PM
78	Anaya St	8/9/2022 5:31 PM
79	Dicker road South Cage	8/9/2022 5:31 PM
80	Sioux Rd Sugar Rd Veterans Rd	8/9/2022 5:24 PM
81	South cage boulevard	8/9/2022 5:17 PM
82	Thomas rd. , Dicker rd,	8/9/2022 5:04 PM
83	Las milpas area.... Dicker road.... Thomas rd. These streets reslly need an update	8/9/2022 4:59 PM
84	Polk park.	8/9/2022 4:53 PM
85	Crossing old 83 on sugar rd	8/9/2022 4:50 PM
86	Cage,dicker and Thomas And all of pharr	8/9/2022 4:48 PM
87	On El Dora Road between Sugar Road and Jackson road, there are no sidewalks on this street to get to William Arnold elementary and or park	8/9/2022 4:44 PM
88	South veterans in between ridge and Moore. Moore road from veterans to the trails and cage Rd. Ridge road sidewalks in between veterans and cage.	8/9/2022 4:41 PM
89	Sugar road/ pecan streets Sioux rd/ Jackson intersection	8/9/2022 4:40 PM
90	Trails on the south that connects the trails from hall acres road to Moore road to ridge road	8/9/2022 4:40 PM
91	Sugar Road, El Dora West and East, Sioux Rd West and East	8/9/2022 4:17 PM



92	Any where near Nolana.	8/9/2022 4:14 PM
93	My neighborhood, Parks, City	8/9/2022 4:13 PM
94	Guadalupe Cemetery area, by the mall and just Pharr in general lacks appropriate infrastructure for safe walking and biking	8/9/2022 4:05 PM
95	intersections, narrow roads	8/3/2022 9:19 PM
96	Streets and intersections; too many drive through red lights	7/27/2022 11:32 PM
97	Raider Trail and Valle Vista. Raider Trail and Eldora Rd. No connected roadway sidewalks available.	7/21/2022 5:40 PM
98	E Nannette Dr. , E Dicker Rd. , S. Cage blvd.	7/21/2022 1:06 AM
99	Ridge and cage	7/18/2022 1:04 PM
100	Jackson Rd between Hall Acres and Ridge	7/17/2022 11:50 PM
101	knights drive/raider drive path between the houses and across the canal cage eldora	7/17/2022 10:46 AM
102	Hwy 495 speeds are too high and lack of barrier makes it feel unsafe. Sugar rd had no hike lane or wide sidewalks to use especially above 495. Any intersections related to the expressway.	7/16/2022 9:50 PM
103	Interchange Underpass, Sugar and the intersection with Ferguson/495, and Ferguson/495	7/16/2022 6:13 PM
104	Cage & Ridge, from Ridge to Sam Houston on S Fir St, in Villas San Miguel Phase III Subdivision in South Pharr off West Longoria St (no sidewalks)	7/15/2022 2:27 AM
105	Entirety of: Ferguson Avenue (FM 495), Sugar Road, Cage Boulevard between Nolana/Earling to Business 83.	7/14/2022 4:25 PM
106	up and down cage blvd from Polk to to Hall Acres. Jackson & Sam Houston intersection. The Pharr side of "I" Road frontage to Ridge Road.	7/14/2022 3:08 PM
107	1. 495 and I Road four way intersection 2. Bus 83 and I road intersection	7/14/2022 11:56 AM
108	Cage & Ridge Sam Houston to Cherokee (Pharr Memorial Library)	7/14/2022 11:31 AM
109	Juniper and Sanchez, Juniper and Old Exp 83	7/14/2022 10:57 AM
110	Street on Hall acres. No shoulder when heading to trails, cars pass super close to the sidewalk while your walking	7/14/2022 9:38 AM
111	North Pharr, Central Pharr, South Pharr	7/14/2022 9:21 AM
112	1. SH 495 & KNIGHTS TRAIL, 2. N Sugar Rd between 495 and Nolana, 3. Trail by canal behind Wilder RV Resort	7/14/2022 8:56 AM
113	Sugar rd and el Dora rd	7/14/2022 5:13 AM
114	Around the neighborhood, going to the different locations in the area,	7/14/2022 12:14 AM
115	the hole street of cage is very bad . and the surrounding area .	7/13/2022 11:26 PM
116	Cage, dicker and I rd and dicker	7/13/2022 11:24 PM
117	Mainly biking the bike lane usually dirty or blocked	7/13/2022 10:18 PM
118	Veterans, cannot walk to HEB in San Juan and I live in Pharr. All the veterans road up till Edinburg	7/13/2022 8:01 PM
119	alongside 281 south side of the city ridge rd	7/13/2022 7:19 PM
120	Cage & Dicker Dicker & Jackson Cage & Thomas	7/13/2022 7:01 PM
121	Golf Course, Downtown, South Pharr	7/13/2022 6:55 PM
122	Nowhere	7/13/2022 6:47 PM
123	North Sugar Road, El Dora Road, Sioux Road, 495 area 4 schools and no sidewalks, no trails, now we have aquatic center but no sidewalks to get there safely	7/13/2022 6:11 PM

124	Cage Blvd	7/13/2022 5:59 PM
125	Neighborhood, night parks	7/13/2022 5:40 PM
126	Dickerson Road, South Cage Boulevard in Las Milpas, and Las Milpas Road. There are no sidewalks.	7/13/2022 4:48 PM
127	495 area by fire station. And along 495	7/13/2022 4:35 PM
128	Ridge Rd has too many large vehicles speeding	7/13/2022 4:34 PM
129	Cage and expressway 83 and most unlit neighborhoods	7/13/2022 4:10 PM
130	Jones Box Park, current neighborhood South Pharr	7/13/2022 3:47 PM
131	Cage, business 83, jackson	7/13/2022 3:30 PM
132	Behind Kennedy Middle School when grass is not cut. That is my access to trails, but when grass is tall, sometimes skunks are present, so I avoid it	7/13/2022 3:01 PM
133	Calle Thomas rd , dicker rd y 281 rd. Todos los senderos desde 700w cardinal ave. Asta el parque y biblioteca de la dicker rd. Para poder mis hijos tener ayuda con sus tareas escolares usamos la calle banda y por el canal lateral para cortar camino ala biblioteca y parque. Les agradezco mucho de corazón si pudieran aser un camino corto y seguro con camino y iluminación para mis hijas y todos los demás niños de nuestra comunidad.	7/13/2022 2:30 PM
134	Frontage to the expressway 83 and 281, Old 83	7/13/2022 2:28 PM
135	South cage. North Pharr Nolana area.	7/13/2022 2:25 PM
136	Business 83. Cage. I road	7/13/2022 1:28 PM
137	Cage street and ridge road	7/13/2022 1:14 PM
138	The underpass on 495, east Ferguson. They've taken down the bicycle lane due to work on the overpass.	7/13/2022 1:05 PM
139	Dicker Rd Villa Del Valle	7/13/2022 12:59 PM
140	All the area between cage and jackson on Thomas rd. South of Jackson and el rancho. South of cage and ridge	7/13/2022 12:50 PM
141	Raider Dr.... Eldora Road ...Nolana	7/13/2022 12:45 PM
142	495 and 83 (2 lane turn) the inner driver ALWAYS turns in the outer lane and have had to honk and flash my lights as I turn in my correct lane! Therer needs to be bumps or something to stop them from turning in the outer lane	7/13/2022 12:43 PM
143	Cage 281 is my main connection and it's the worst for biking. Canal banks that are not maintained.	7/13/2022 11:34 AM
144	Cage,Thomas intersection. Dicker, cage. Walking anywhere because light posts aren't in good condition	7/13/2022 11:20 AM
145	Jackson Road, Veterans Road	7/13/2022 11:16 AM
146	Raiders Trail alongside Eldora Rd and Nolana loop.	7/13/2022 11:14 AM
147	Las milpas. Many areas are very poor built and need plenty of work. It is a poor community but need something more for that community. Not everyone has a car but it would be good for the kids. Especially street lights are very minimal in my neighborhood on dicker	7/13/2022 11:12 AM
148	Cage: under the bridge, more police presence and better lighting Rancho blanco: from Jackson to javalin st, no sidewalk and poor street conditions and lighting Lighting: cage street for cyclists that ride in early morning hours ex 3/4am	7/13/2022 11:09 AM
149	1. E Universal Drive 2. S. Mars Drive,(In front of my own house) 3. E Comet Drive, (Universal Estates Park)	7/13/2022 11:04 AM
150	1. Thomas Road that connects Cage and Jackson. Needs to be more trails accessible for this side of town. 2. Veterans Between Moore and El Rancho Rd which is now Javelina Dr 3. McCall Road. Between Ridge and El Rancho Road	7/13/2022 10:58 AM



151	Cage Blvd has very limited signs to make motor vehicle drivers aware of cyclists.	7/13/2022 10:55 AM
152	Neighborhood streets and main roads	7/13/2022 10:45 AM
153	Sugar road, Nolana loop	7/13/2022 10:29 AM
154	Sioux Rd Sugar Rd Cage	7/13/2022 10:24 AM
155	495 between veterans and Knights -uneven walkways Sioux rd between knights and Veterans - incomplete and uneven sidewalk Crossing on Veterans and Expressway 83	7/13/2022 10:20 AM
156	Las milpas ,	7/13/2022 10:16 AM
157	Thomas, dicker, hall acres, Jackson.. all of the main two lane streets	7/13/2022 10:08 AM
158	Calles	7/13/2022 9:57 AM
159	E and w Thomas rd, s cage blvd, dicker rd and the entire city	7/13/2022 9:57 AM
160	NA	7/13/2022 9:46 AM
161	Jackson/old 83 Jackson rd/Sam Houston cage/old 83	7/13/2022 9:45 AM
162	Cage Blvd, business 83	7/13/2022 9:43 AM
163	Veterans Ridge Bus. 83	7/13/2022 9:36 AM
164	Sam Houston because it is 40 mph now, thanks to our fearless leaders. Cage has always been a death trap. I road or whatever they call it now.	7/13/2022 9:32 AM
165	Crossing Business 83, Cage	7/13/2022 9:30 AM
166	Bell st - Dogwood st- Cypress st, not safe at! It's a race track	7/13/2022 9:22 AM
167	Moore Rd from Veterans to Jackson.	7/13/2022 9:19 AM
168	Eldora frontage near Bonita Estates.	7/13/2022 9:13 AM
169	281&Dicker, Jackson&dicker, 281&javelina	7/13/2022 9:12 AM
170	More connections to the hike and bike. You need to connect the hike and bike to McAllen.	7/13/2022 9:06 AM
171	Streets, park arnold and williams, downtown pharr	7/13/2022 8:58 AM
172	Sugar Rd/Minnesota Sugar Rd/ Sioux Minnesota subdivision with all the Indian st names Especially with new subdivisions and apartments next to our neighborhood.	7/13/2022 8:56 AM
173	na	7/8/2022 10:39 PM
174	HEB/Starbucks on cage crossing thru	7/2/2022 7:24 PM
175	My neighborhood on West side, Cage Blvd.	7/2/2022 12:42 PM
176	Streets close to my residence due to too many dogs. Dahlia, Canna and Bell, North side.	7/2/2022 9:16 AM
177	Sioux rd. & expressway	6/25/2022 2:25 AM
178	Sendero enfrente de la policia	6/24/2022 3:04 PM
179	BUS83, FM495, Sugar Road	6/22/2022 3:34 PM
180	North Sugar, Sioux rd, and Eldora	6/22/2022 3:28 PM
181	Intersection of Jackson and Sam Houston All of Jackson street	6/22/2022 1:07 PM
182	South Pharr Area, Cage blvd	6/20/2022 4:27 PM
183	South Jackson , south 281	6/14/2022 7:56 PM
184	Downtown. Nolana and Dicker	6/14/2022 8:15 AM
185	Cage Jackson in Ridge Road	6/13/2022 2:46 PM
186	Most residential areas due to loose dogs, highways due to traffic and poor maintenance, trails where other pedestrians are not using them properly and causing safety issues.	6/9/2022 3:53 PM
187	I do not know	6/9/2022 7:45 AM

Q12 Identify up to three (3) locations where infrastructure improvements are needed? (streets, intersections, trails, etc.)

Answered: 166 Skipped: 40

#	RESPONSES	DATE
1	Moore road and Jackson and cage	8/19/2022 9:12 AM
2	1. Need sidewalks on milpas rd, Jackson rd, anaya rd, Thomas rd 2. street lights very dark to walk on Jackon rd at night 3. Speed bumps in neighborhoods and near schools	8/16/2022 11:43 PM
3	Minnesota Rd. Owassa Rd.	8/14/2022 6:43 AM
4	Kelly and South Jackson Roads where Costco and other businesses....I hope an island like what south of McColl street has, will be constructed to guide drivers where to make a left turn to go to the other side, to shop, eat gas up, etc. A stop sign and a middle lane are not safe enough. I've seen several accidents occurring there.	8/13/2022 11:56 AM
5	Dicker Rd sidewalks	8/13/2022 10:08 AM
6	Cage and dicker Cage and las milpas road Dicker road between Jackson and veterans	8/13/2022 1:03 AM
7	Cant remember any	8/12/2022 4:36 PM
8	Veterans street , around canals	8/11/2022 10:29 PM
9	N/a	8/11/2022 10:10 PM
10	Minnesota Rd, roads leading to the Jackson Rd Theater and shopping center	8/11/2022 3:29 PM
11	Streets, intersections, neighborhoods, trails	8/11/2022 11:45 AM
12	83 and 495 83 and veterans Frontage and veterans	8/11/2022 6:25 AM
13	Eldora should be widened because of the increased traffic due to the I69 on ramp. Sioux Road should be widened because of the Aquatic center, increased traffic from the multiple apartment complexes being built and to provide more east/west travel for residents since the Sugar Road bridge on I2 is permanently closed. The intersection of Sugar and Ferguson needs to be widened since only one lane travels south towards the expressway and the traffic can be heavy. Jackson Road needs improvement in the commercial area. Traffic moves slowly and at times dangerously.	8/10/2022 9:54 PM
14	Intersection of Ridge Rd and Jackson Rd in Pharr, Tx. The area where Golds Gym, and New shops opened up leading down to Camper Neighborhood and Gated Community before Moore Rd on Jackson Road definitely needs a consistent sidewalk.	8/10/2022 8:59 PM
15	Cage Blvd	8/10/2022 7:58 PM
16	Sidewalks throughout the city	8/10/2022 7:56 PM
17	Sugar road	8/10/2022 7:38 PM
18	Sugar road & Nolana	8/10/2022 7:07 PM
19	Jackson Rd, Ridge, Cage	8/10/2022 6:17 PM
20	Juan Balli Rd, Cage Blvd. Dicker Rd	8/10/2022 5:58 PM
21	1. 495 & Sugar Rd/ Sugar Rd and Sioux/ neighborhoods between this intersections do not have side walks leading to local stores	8/10/2022 5:52 PM
22	-Tunnels on the new trail need drainage. They flood with any rain. -S. Danner Rd does not have sidewalks.	8/10/2022 5:30 PM
23	Las milpas rd, Thomas rd	8/10/2022 4:55 PM

24	Eldora Rd needs to be widened specifically from Jackson Rd to the expressway.	8/10/2022 3:12 PM
25	Same as above questions Veteran Rd Bell Lucas street	8/10/2022 3:11 PM
26	Citrus bay	8/10/2022 2:39 PM
27	Neighborhood needs more lighting and speed bumps	8/10/2022 1:40 PM
28	Hall acres to Moore rd	8/10/2022 1:06 PM
29	N Sugar Rd, Veterans Blvd, E Moore Rd.	8/10/2022 12:58 PM
30	Jackson Road, Sioux Road, Sugar Road	8/10/2022 12:41 PM
31	Nolana, Jackson, Sugar roads and off road terrains such as in canal. Perhaps pave the shoulders on canals like in San Juan and connect the tri cities.	8/10/2022 12:37 PM
32	South Cage	8/10/2022 12:13 PM
33	Veterans and Daffodil	8/10/2022 12:12 PM
34	Street lamps all over town need to be checked	8/10/2022 12:07 PM
35	West Moore Road with Jackson and Cage Road areas.	8/10/2022 11:41 AM
36	VETERANA & BUS 83. SOUIX RD & 281 , SAM HOUSTON & CAGE	8/10/2022 11:37 AM
37	Everywhere in pharr	8/10/2022 11:30 AM
38	All streets	8/10/2022 11:11 AM
39	Same	8/10/2022 11:00 AM
40	Illegal parking of Semi Trailers on Restricted neighborhoods and Illegal Dumping should be prosecuted instead of cameras at intersections better at trouble spots like dumping.	8/10/2022 10:28 AM
41	Sugar Nolana Jackson	8/10/2022 9:43 AM
42	Moore rd	8/10/2022 9:42 AM
43	N/A	8/10/2022 8:54 AM
44	In pharr Jackson ave next to Kristy kream	8/10/2022 7:57 AM
45	Along Jackson & Sioux , Jackson and Eldora , Jackson and Nolana and all the way North of Jackson we need walking trails !	8/10/2022 4:07 AM
46	Moore Rd between Cage and Veterans (narrow road, potholes) Connect sidewalk on Moore Rd to Bike Path Missing sidewalks along Jackson Rd between Ridge and Sam Houston	8/10/2022 2:58 AM
47	Eldora Crystal estates needs speed bumps.too many cars drive by way to fast	8/10/2022 12:35 AM
48	Fix crosswalks at Ridge, Cage and Jackson	8/9/2022 11:02 PM
49	Las Milpas area	8/9/2022 10:44 PM
50	Main roads, intersections, trails	8/9/2022 10:38 PM
51	All Along Cage Boulevard.	8/9/2022 10:19 PM
52	Cage, ridge, Jackson	8/9/2022 10:17 PM
53	Cage, Sioux, Sugar Rd	8/9/2022 9:35 PM
54	Moore road	8/9/2022 9:32 PM
55	Cage and tower	8/9/2022 9:31 PM
56	Veterans rd, connect north Pharr with San Juan trails	8/9/2022 8:39 PM
57	See previous question	8/9/2022 8:34 PM
58	1006 Kelley St across from Recreation Center needs crosswalk to go to park.	8/9/2022 8:05 PM
59	Juan Bali, Blanca Lane ,Cardinal street	8/9/2022 8:04 PM

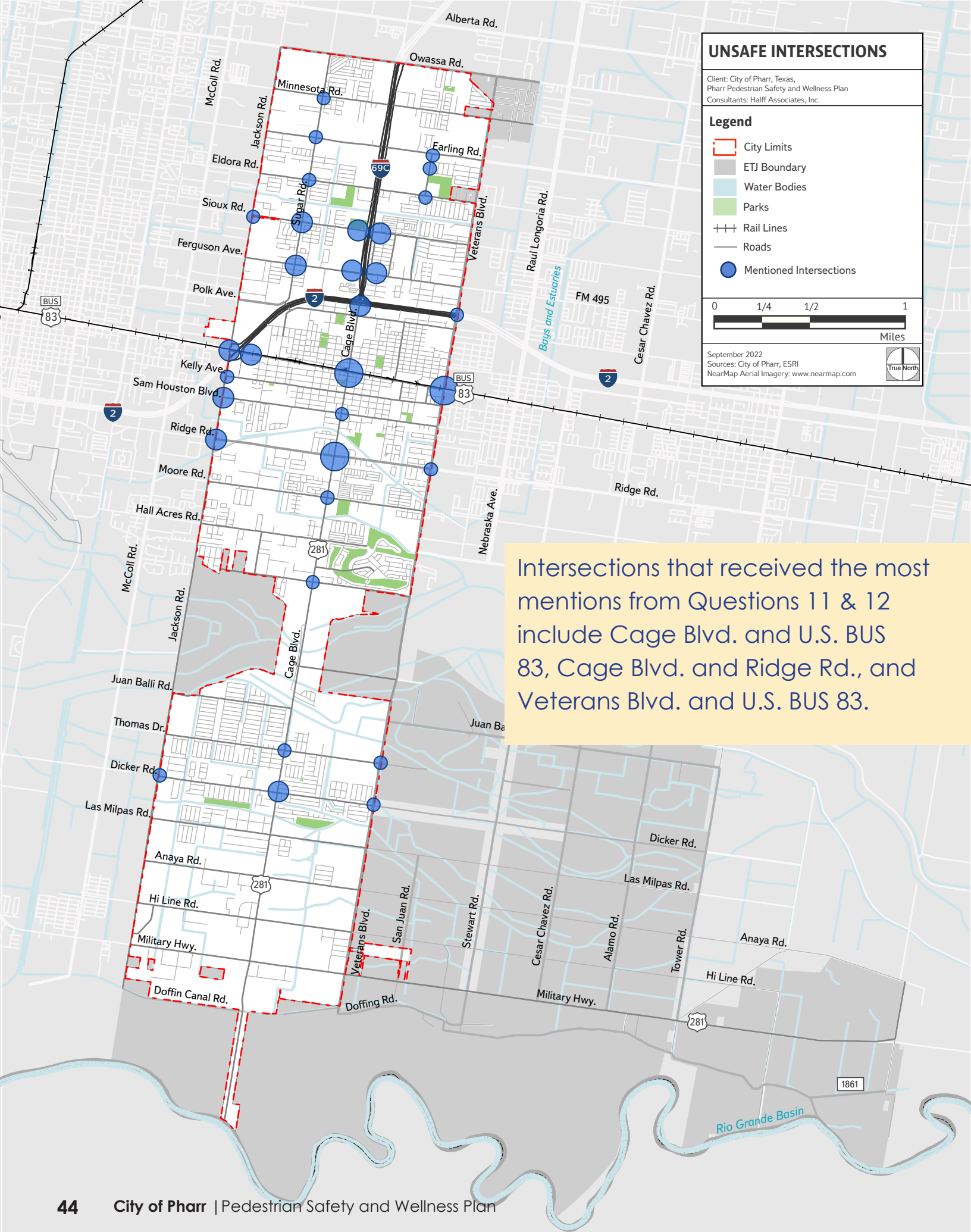
60	Dr Long Elem, PSJA North, Raider Dr	8/9/2022 7:34 PM
61	Cage Blvd needs dedicated bike lane off shoulder or cement barrier. Ridge rd could use more lighting all the way through	8/9/2022 6:55 PM
62	Raider Dr dead end	8/9/2022 6:47 PM
63	Sam Houston	8/9/2022 6:46 PM
64	Cage blvd, Veteran road, Nolana.	8/9/2022 6:31 PM
65	Around bears high school	8/9/2022 6:10 PM
66	Cage and Military	8/9/2022 5:59 PM
67	Sidewalks	8/9/2022 5:59 PM
68	Anaya its terrible!	8/9/2022 5:31 PM
69	Dicker road South Jackson	8/9/2022 5:31 PM
70	South cage boulevard....	8/9/2022 5:17 PM
71	Thomas rd	8/9/2022 5:04 PM
72	Dicker rd. Thomas rd	8/9/2022 4:59 PM
73	Cleaning the gazebo at the park on Polk	8/9/2022 4:53 PM
74	OPEN UP SUGAR RD UNDERPASS	8/9/2022 4:50 PM
75	All of pharr	8/9/2022 4:48 PM
76	And frontage and sugar road on El Dora as well broken or missing sidewalks	8/9/2022 4:44 PM
77	All of Moore road. All veterans Rd especially south. Ridge road sidewalks are broken and uneven.	8/9/2022 4:41 PM
78	South trails From hall acres to Moore road to ridge road	8/9/2022 4:40 PM
79	West El Dora, Sioux Rd/281 to Sioux Rd/Sugar	8/9/2022 4:17 PM
80	Na	8/9/2022 4:14 PM
81	Neighborhood, Parks, streets	8/9/2022 4:13 PM
82	Guadalupe Cemetary area. Elders want to walk but often carry huge sticks to fend off dogs in their own neighborhood	8/9/2022 4:05 PM
83	streets	8/3/2022 9:19 PM
84	Streets, intersections	7/27/2022 11:32 PM
85	1,. Corner of Raider Trail and Nolana Loop. 2. Nolana Vista Neighborhood - and Raider Trail areas 3. all of West Eldora Rd.	7/21/2022 5:40 PM
86	E Nannette Dr. , S. Cage blvd , E Dicker Rd.	7/21/2022 1:06 AM
87	Dicker Rd east and west Veterans Rd	7/18/2022 1:30 PM
88	Cage old 83 veterans rd and some spots on ridge	7/18/2022 1:04 PM
89	Intersection between Jackson rd and Business 83	7/17/2022 11:50 PM
90	sioux i road interchange	7/17/2022 10:46 AM
91	Along 495, sugar road and jackson. Barriers would make it feel safer	7/16/2022 9:50 PM
92	Minnesota, Cage, Old 83.	7/16/2022 6:13 PM
93	Jackson Road: traffic signals and flow at Business 83 intersection, disjointed sidewalks overall, bike lanes off the road instead of on overall Nolana/Earling Avenue: disjointed sidewalks, bike lanes off the road instead of on Sioux Road: adding a sidewalk/bikeway separate from the road)	7/14/2022 4:25 PM



94	Here and there around the below listed areas. up and down cage blvd from Polk to to Hall Acres. Jackson & Sam Houston intersection. The Pharr side of "I" Road frontage to Ridge Road.	7/14/2022 3:08 PM
95	Not sure	7/14/2022 11:31 AM
96	Old 83 and Veterans	7/14/2022 10:57 AM
97	North Pharr, Central Pharr, South Pharr	7/14/2022 9:21 AM
98	Sugar Rd El Dora rd Sioux rd	7/14/2022 5:13 AM
99	what surrounding areas around Cage Street	7/13/2022 11:26 PM
100	South Cage, dicker and south I rd	7/13/2022 11:24 PM
101	Street cleanup and maybe some dedicated cycling group	7/13/2022 10:18 PM
102	Everywhere	7/13/2022 8:01 PM
103	281 down town area ridge and 281	7/13/2022 7:19 PM
104	South Cage, Dicker Road and Thomas Rd	7/13/2022 7:01 PM
105	Golf Course, Downtown, South Pharr	7/13/2022 6:55 PM
106	Everywhere	7/13/2022 6:47 PM
107	Busy Busy NORTH Sugar Road. North side of Pharr is getting neglected! We need sidewalks to get to the Arnold Elementary Park. Students walk on grass to get to LBJ, Dan Ramirez, Arnold. new Dollar tree store no sidewalk access to it	7/13/2022 6:11 PM
108	Las Milpas Road, Dicker Road and south Cage Blvd in Las Milpas.	7/13/2022 4:48 PM
109	Side walk from 495 to Sioux...knight drive. Would be nice to connect that area to city park to Dr. Long	7/13/2022 4:35 PM
110	Ridge Rd is my backyard. Literally too many speeders.	7/13/2022 4:34 PM
111	Juan Balli, Thomas Rd, Las Milpas Rd	7/13/2022 3:47 PM
112	South Pharr!!	7/13/2022 3:30 PM
113	Restroom facilities with water fountains with access from trails would be nice somewhere close to the Pharr Sports Complex or further east by where the trail turns.	7/13/2022 3:01 PM
114	Juan balli y tomas rd.	7/13/2022 2:30 PM
115	Sugar road, eldora, and Sioux rd	7/13/2022 2:28 PM
116	South Pharr.	7/13/2022 2:25 PM
117	Sioux road, cage street and south cage	7/13/2022 1:14 PM
118	Bicycle lanes, more lighting on streets, and greater connection of streets with other streets.	7/13/2022 1:05 PM
119	Dicker San Joaquin	7/13/2022 12:59 PM
120	All South Pharr needs more light and walkways for the pedestrian use students waiting for buses have to sidewalks to stand on and the lights early in the morning are not on or working.	7/13/2022 12:50 PM
121	Schools, parks	7/13/2022 12:45 PM
122	Souix road	7/13/2022 12:43 PM
123	Across PSJA	7/13/2022 11:45 AM
124	Cage 281 Canal banks 495	7/13/2022 11:34 AM
125	Cage,Javelina dr. That whole bridge on cage to javelina dr.	7/13/2022 11:20 AM
126	Veterans Road, north of Dicker Road and south of Moore Road	7/13/2022 11:16 AM
127	Dicker rd, las milpas and Jackson	7/13/2022 11:12 AM

128	Rancho blanco from Jackson to javalines st	7/13/2022 11:09 AM
129	1. S. Galaxy Drive 2. E Thomas Rd 3. S. Cage Blvd	7/13/2022 11:04 AM
130	1. Moore Road. Between Cage/Veterans 2. Veterans Blvd south of Moore Road to El Rancho Road. 3. East El Rancho Road/Veterans intersection	7/13/2022 10:58 AM
131	Veterans Blvd(l Rd), Dicker Rd, Thomas Dr.	7/13/2022 10:55 AM
132	In empty lots, it will be nice to have sidewalks	7/13/2022 10:48 AM
133	Neighborhood streets and city streets and public transportation	7/13/2022 10:45 AM
134	Sugar Rd Sioux Rd Cage	7/13/2022 10:24 AM
135	Answered above	7/13/2022 10:20 AM
136	Thomas rd	7/13/2022 10:08 AM
137	Banqueta en ambos lados de la calle	7/13/2022 9:57 AM
138	The entire cities Sidewalks and Bike path	7/13/2022 9:57 AM
139	The bike trails after it rains	7/13/2022 9:46 AM
140	Trails in south pharr and trails by Costco	7/13/2022 9:45 AM
141	Cage, business 83	7/13/2022 9:43 AM
142	Ridge Veterans Older neighborhoods	7/13/2022 9:36 AM
143	Most of the bike trials run north and south.	7/13/2022 9:32 AM
144	Railroad crossings!!!	7/13/2022 9:30 AM
145	Bell st- Cypress st - Dogwood st-	7/13/2022 9:22 AM
146	Moore Rd from Veterans to Jackson.	7/13/2022 9:19 AM
147	Side walk needed by park on Eldora and Bonita Estates	7/13/2022 9:13 AM
148	South281 & Javelina Dr , dicker, Thomas. Most of south pharr/las milpas. With many business growing, people want to feel comfortable walking down the street to juniors, Walmart, the new tractor supply, dollar stores, the new McDonald's whataburger. It just feels very unsafe with lack of safe sidewalks and the unsafe drivers	7/13/2022 9:12 AM
149	Moore rd for sure.	7/13/2022 9:06 AM
150	Downtown, streets and on veterans rd	7/13/2022 8:58 AM
151	Sugar Rd and Minnesota intersection. I'm scared to turn left to go to work!! Sugar Rd and Sioux Rd, I see pedestrians trying to cross the street to go to their neighborhood dollar general. Sugar Rd, neighborhoods to walk to local school Dan Ramirez.	7/13/2022 8:56 AM
152	na	7/8/2022 10:39 PM
153	South of Cage speed limits near southwest HS	7/2/2022 7:24 PM
154	Hallacres & Fabian	7/2/2022 7:05 PM
155	Need sidewalks in the old neighborhoods on West side. City really needs to invest in access to walkable sidewalks as much as possible all over city proper.	7/2/2022 12:42 PM
156	N Dahlia, N Canna, W Bell	7/2/2022 9:16 AM
157	Sioux rd & expressway	6/25/2022 2:25 AM
158	Necesitas más lugares para caminar , por veteranos y Tomas	6/24/2022 3:04 PM
159	BUS83, FM495, Sugar Road	6/22/2022 3:34 PM
160	North sugar, all of eldora, and Sioux road	6/22/2022 3:28 PM
161	South Pharr streets, Owassa	6/20/2022 4:27 PM

162	South Jackson, south 281	6/14/2022 7:56 PM
163	Jackson and West Business Veterans and East Business N cage and Express 83	6/14/2022 8:15 AM
164	Jackson roadway lights for traffic need work on timing	6/13/2022 2:46 PM
165	Connecting trails are needed between. Precinct 2 bike trail, McAllen 2nd street, Hidalgo Pump House. I know some are planned. In general paths need to be maintained and street shoulders need to be swept/cleaned on a regular basis.	6/9/2022 3:53 PM
166	I do not kow	6/9/2022 7:45 AM

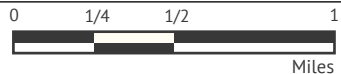


UNSAFE INTERSECTIONS

Client: City of Pharr, Texas,
Pharr Pedestrian Safety and Wellness Plan
Consultants: Half Associates, Inc.

Legend

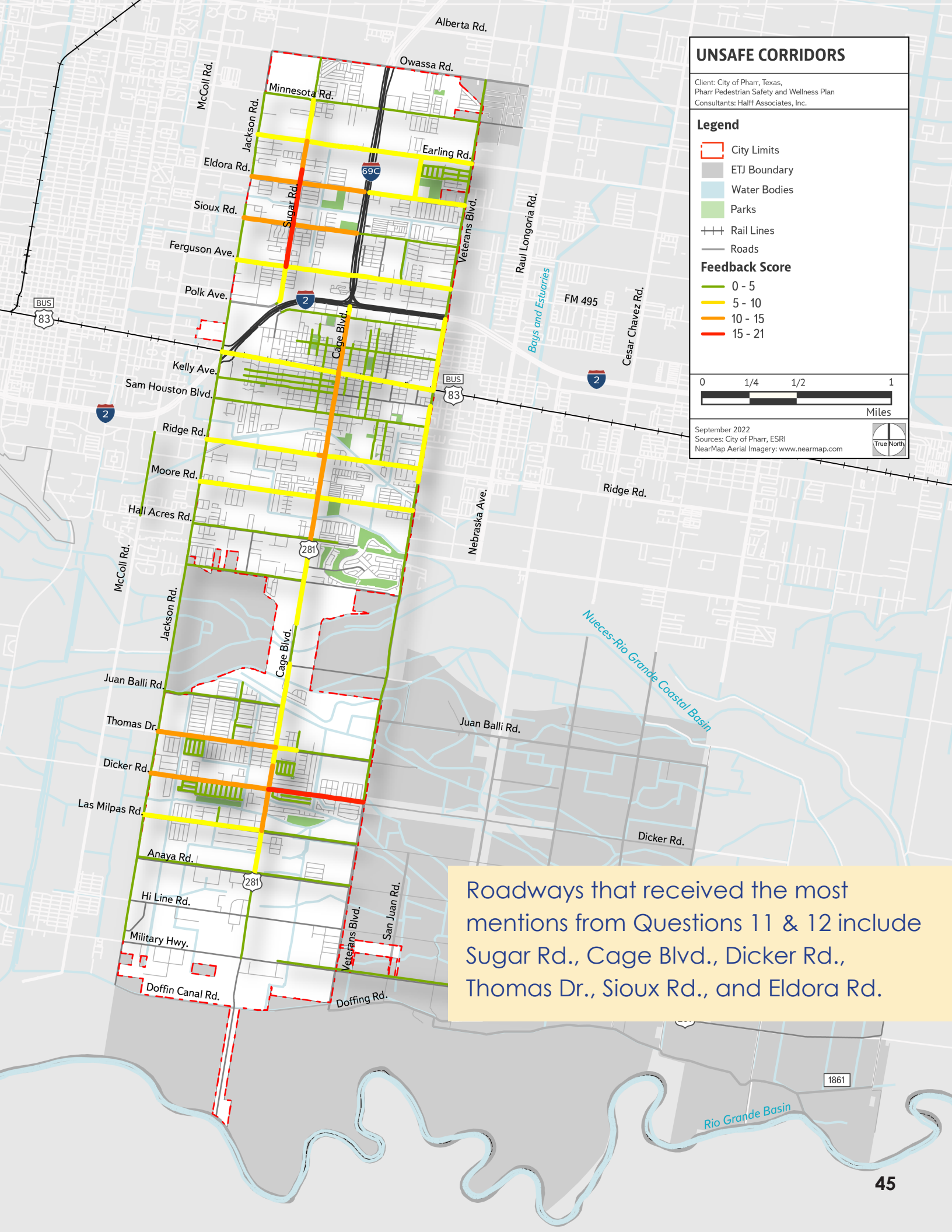
- City Limits
- ETJ Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads
- Mentioned Intersections



September 2022
Sources: City of Pharr, ESRI
NearMap Aerial Imagery: www.nearmap.com



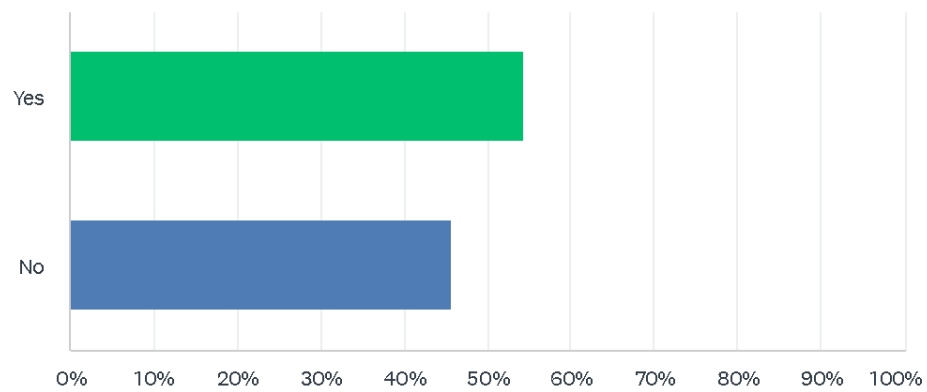
Intersections that received the most mentions from Questions 11 & 12 include Cage Blvd. and U.S. BUS 83, Cage Blvd. and Ridge Rd., and Veterans Blvd. and U.S. BUS 83.



Roadways that received the most mentions from Questions 11 & 12 include Sugar Rd., Cage Blvd., Dicker Rd., Thomas Dr., Sioux Rd., and Eldora Rd.

Q13 Do you have or currently care for school-age (Kindergarten – Grade 12) students?

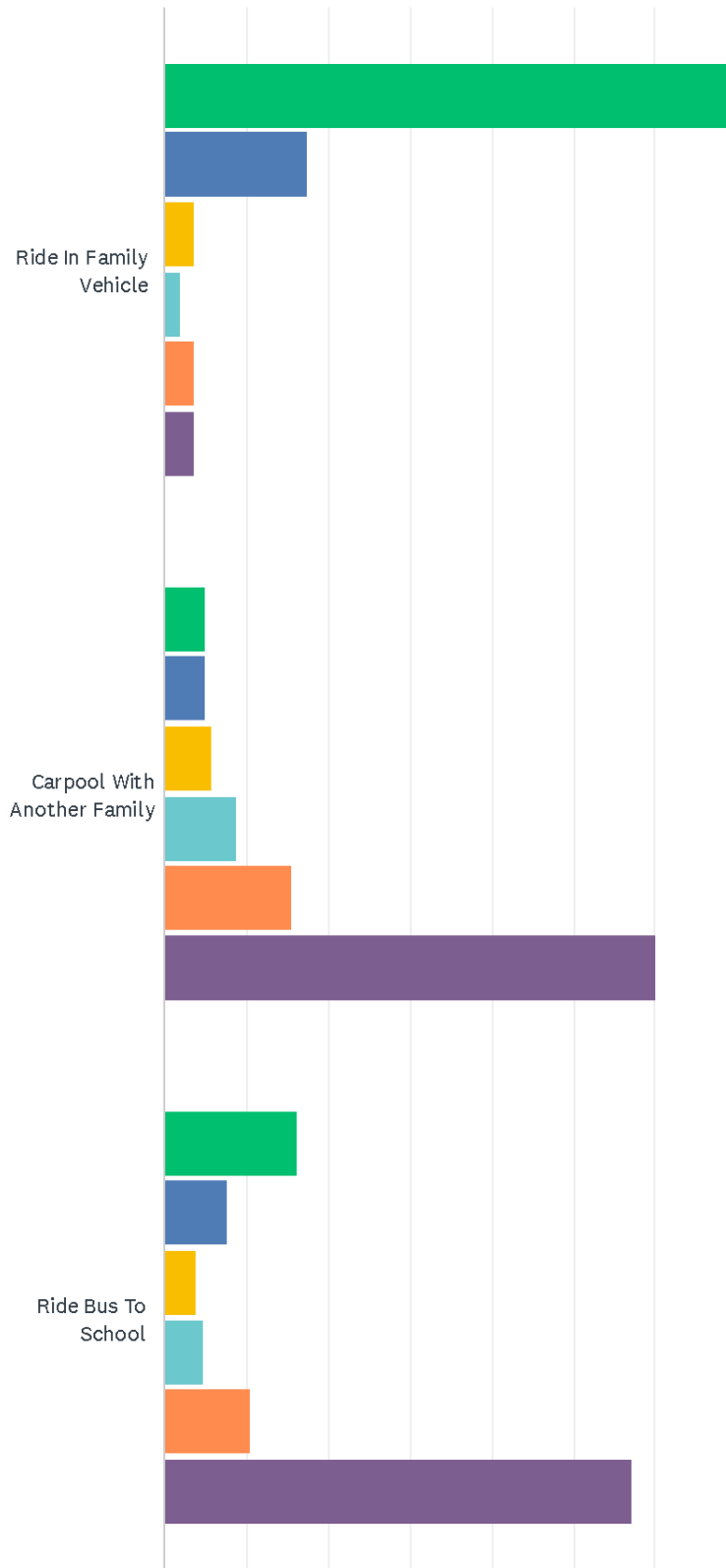
Answered: 206 Skipped: 0

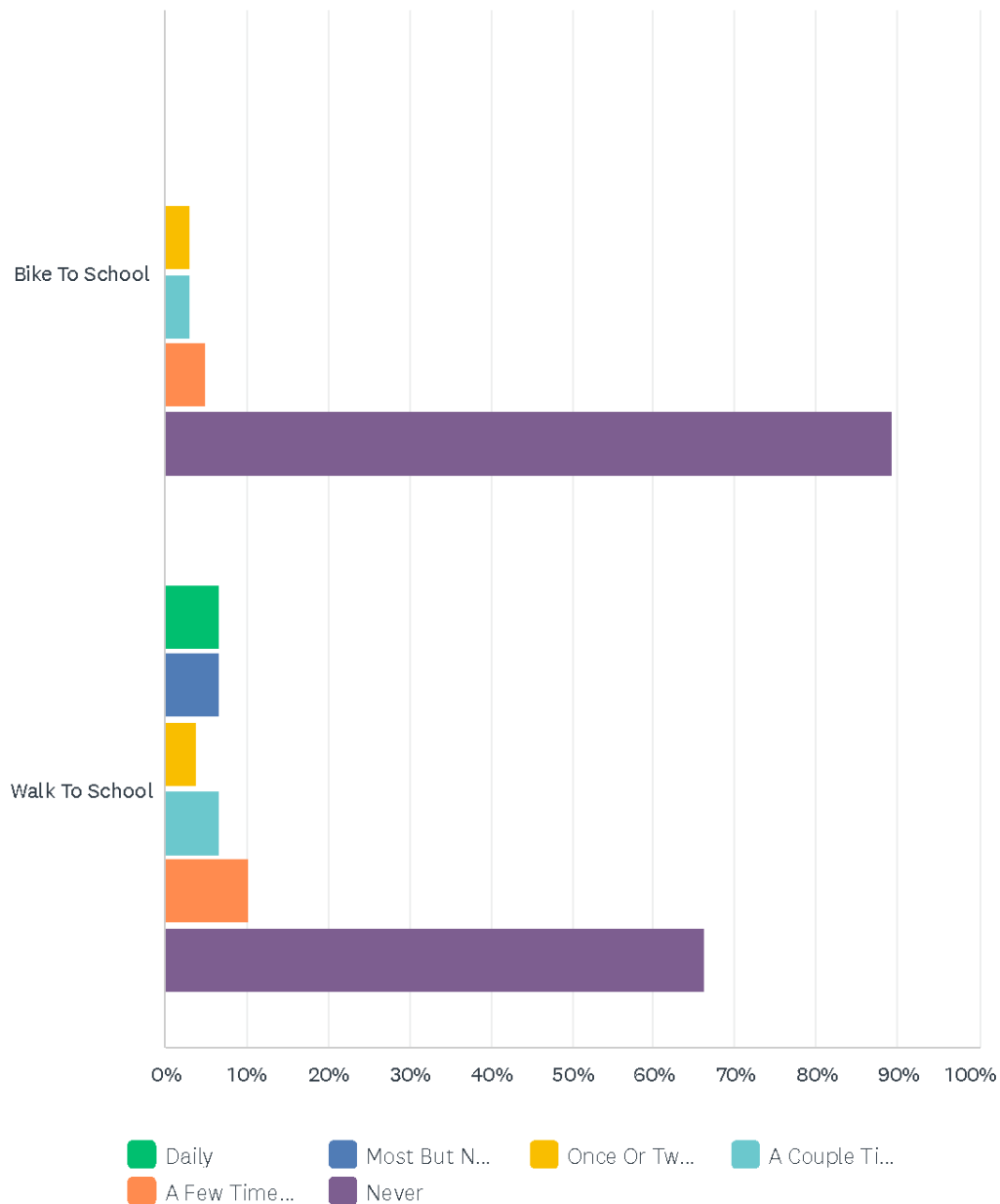


ANSWER CHOICES	RESPONSES	
Yes	54.37%	112
No	45.63%	94
TOTAL		206

Q14 How often does your student(s) typically use the following transportation options to get to/from school?

Answered: 110 Skipped: 96

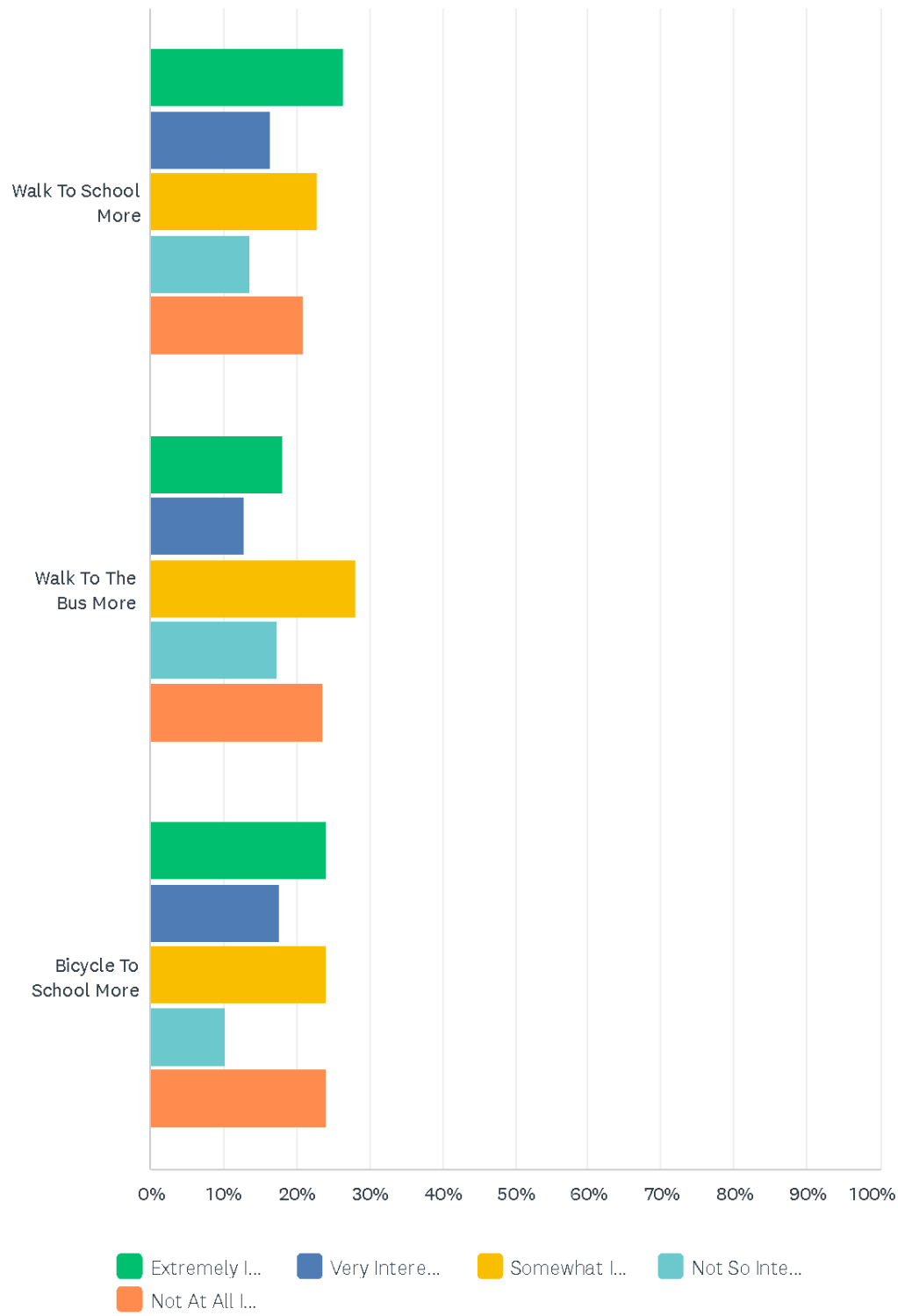




	DAILY	MOST BUT NOT ALL DAYS A WEEK	ONCE OR TWICE A WEEK	A COUPLE TIMES PER MONTH	A FEW TIMES PER YEAR	NEVER	TOTAL
Ride In Family Vehicle	69.72% 76	17.43% 19	3.67% 4	1.83% 2	3.67% 4	3.67% 4	109
Carpool With Another Family	4.85% 5	4.85% 5	5.83% 6	8.74% 9	15.53% 16	60.19% 62	103
Ride Bus To School	16.19% 17	7.62% 8	3.81% 4	4.76% 5	10.48% 11	57.14% 60	105
Bike To School	0.00% 0	0.00% 0	2.88% 3	2.88% 3	4.81% 5	89.42% 93	104
Walk To School	6.54% 7	6.54% 7	3.74% 4	6.54% 7	10.28% 11	66.36% 71	107

Q15 How interested are you in your student(s)...?

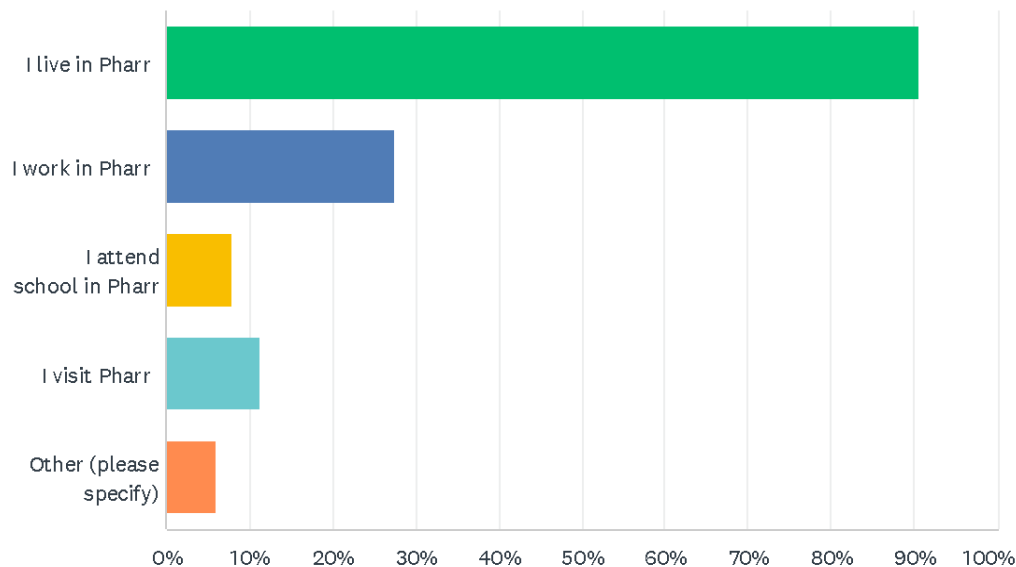
Answered: 111 Skipped: 95



	EXTREMELY INTERESTED	VERY INTERESTED	SOMEWHAT INTERESTED	NOT SO INTERESTED	NOT AT ALL INTERESTED	TOTAL
Walk To School More	26.36% 29	16.36% 18	22.73% 25	13.64% 15	20.91% 23	110
Walk To The Bus More	18.18% 20	12.73% 14	28.18% 31	17.27% 19	23.64% 26	110
Bicycle To School More	24.07% 26	17.59% 19	24.07% 26	10.19% 11	24.07% 26	108

Q16 What is your relation to Pharr? (Select all that apply)

Answered: 204 Skipped: 2

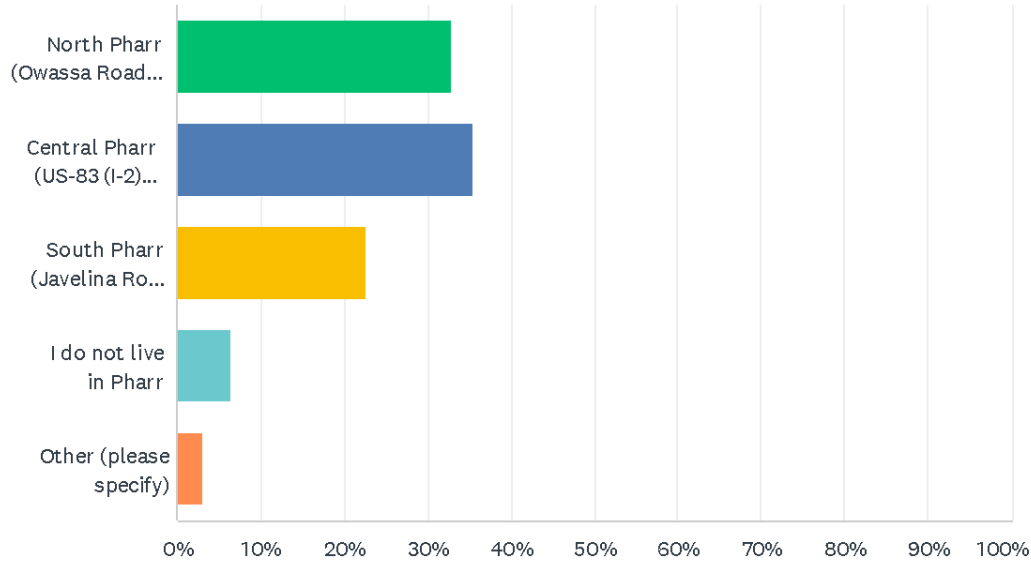


ANSWER CHOICES	RESPONSES	
I live in Pharr	90.69%	185
I work in Pharr	27.45%	56
I attend school in Pharr	7.84%	16
I visit Pharr	11.27%	23
Other (please specify)	5.88%	12
Total Respondents: 204		

#	OTHER (PLEASE SPECIFY)	DATE
1	I own property in Pharr	8/10/2022 10:47 PM
2	I love my city of Pharr	8/10/2022 6:00 PM
3	Going on 25 yrs	8/10/2022 10:29 AM
4	Boys & Girls Club	8/9/2022 5:33 PM
5	Shop in Pharr	7/13/2022 11:48 AM
6	Family members live in Pharr	7/13/2022 10:50 AM
7	Teacher in Pharr	7/13/2022 9:33 AM
8	I have lived in Pharr 55 years, parents and my grandparents have lived here all their life.	7/13/2022 8:58 AM
9	We provide transit services to Pharr	7/6/2022 8:18 AM
10	Cycle through Pharr	6/14/2022 7:57 PM
11	Have done a lot of riding in all parts of the RGV including the Pharr area.	6/9/2022 3:54 PM
12	I live in a city near Pharr	6/9/2022 7:45 AM

Q17 What area of Pharr do you live in?

Answered: 204 Skipped: 2

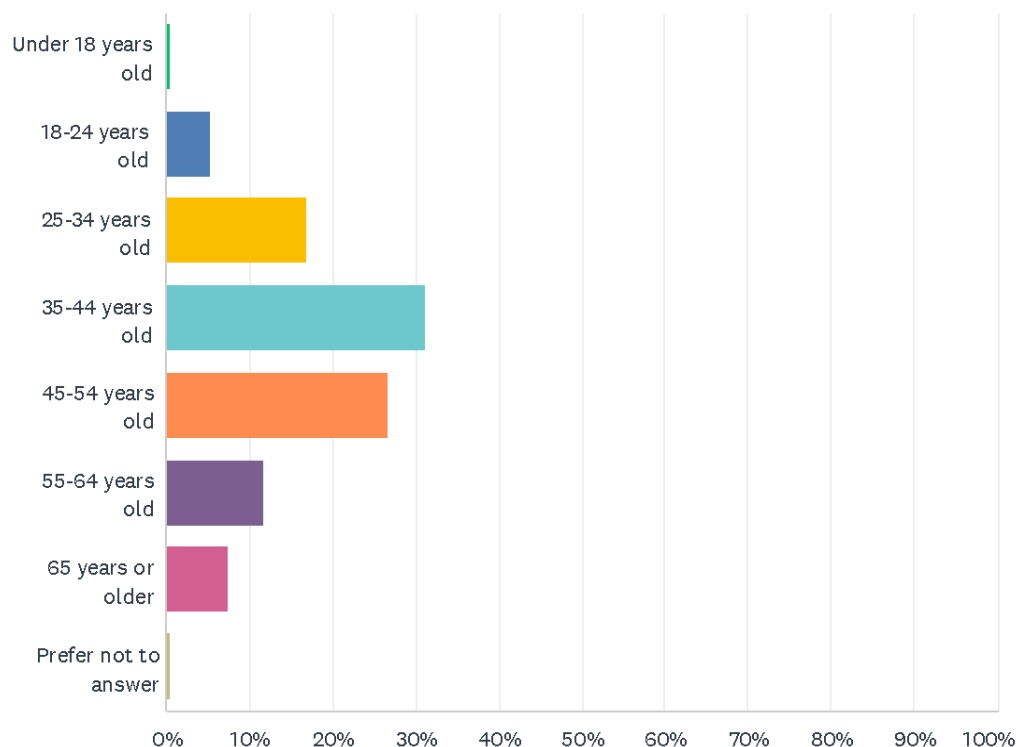


ANSWER CHOICES	RESPONSES	
North Pharr (Owassa Road to US -83 (I-2))	32.84%	67
Central Pharr (US-83 (I-2) to Javelina Road)	35.29%	72
South Pharr (Javelina Road to Military Highway)	22.55%	46
I do not live in Pharr	6.37%	13
Other (please specify)	2.94%	6
TOTAL		204

#	OTHER (PLEASE SPECIFY)	DATE
1	South Cage, Plantation	8/13/2022 11:59 AM
2	South Pharr before Moore Rd	8/10/2022 9:00 PM
3	South Cage	8/10/2022 12:16 PM
4	La Vista subdivision on Raider Dr.	8/9/2022 6:32 PM
5	plantation	8/3/2022 9:20 PM
6	Darlene Dr	7/13/2022 6:50 PM

Q18 What is your approximate age?

Answered: 203 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under 18 years old	0.49%	1
18-24 years old	5.42%	11
25-34 years old	16.75%	34
35-44 years old	31.03%	63
45-54 years old	26.60%	54
55-64 years old	11.82%	24
65 years or older	7.39%	15
Prefer not to answer	0.49%	1
TOTAL		203

Q19 Thank you for completing this survey. All feedback is valuable to the City. Do you have any additional feedback about Pharr sidewalks, trails, or bikeways that you would like to share?

Answered: 99 Skipped: 107

#	RESPONSES	DATE
1	Minnesota Rd needs striping to identify lanes on the corner of Veterans and Minnesota. Sometimes cars are in same lanes cause stripes are extremely faded.	8/14/2022 6:48 AM
2	Looking forward to the dog park in south pharr! Please hurry	8/13/2022 1:06 AM
3	More tunnels	8/11/2022 10:12 PM
4	Trash along sidewalks near or directly adjacent to neighborhoods is also a problem.	8/11/2022 3:30 PM
5	More cameras are needed in public areas. I enjoy the trail by the PSJA Bears high school bcos of how well lit and monitored the area is. I would like to see more police presence for peace of mind	8/11/2022 11:46 AM
6	In addition to adding new sidewalks, bus stops would be great. I have seen people standing along the roadways waiting for the bus. This is both uncomfortable and dangerous.	8/10/2022 9:57 PM
7	Thank you for your hard efforts in improving the quality of life in our city.	8/10/2022 7:58 PM
8	Speed bumps needed not speed humps ...	8/10/2022 7:18 PM
9	No	8/10/2022 7:08 PM
10	To please repair the sidewalk on Juan Balli and Azul LN, there is a dangerous water tube out of the cement on the sidewalk, thank you	8/10/2022 6:02 PM
11	The need is great in the area I mentioned, daily I see people walking to the neighborhood stores, there is no lighting or sidewalks, at times people walk on the side of the road.	8/10/2022 6:00 PM
12	I love that Pharr is working to make the city more walkable. My family really enjoys using the walking/biking trail, and appreciate the tunnels to avoid crossing the streets.	8/10/2022 5:33 PM
13	Adding shading such as trees to areas will also help improve the motivation to walk. The Texas heat is intense and shade will help protect people from the sun.	8/10/2022 3:16 PM
14	Need more speed humps on streets such as Hawk Ave cars drive very fast cuz NO speed hump on street from Fir St. To Veteran Rd	8/10/2022 3:16 PM
15	It would be nice to have more bike trails on north pharr	8/10/2022 2:42 PM
16	Streets need speed bumps for slower traffic and streets inside the neighborhoods need more lighting	8/10/2022 1:41 PM
17	Yes, could use better drainage. Every time it rains it takes a while for the water to drain from our street and it comes into my driveway and my yard. We need drains in our street they flood very easy, between Hall Acres and Javelina Drive those streets just flood and could use some street drains.	8/10/2022 1:05 PM
18	It would be so much safer if I didn't have to share the road with other cars and got a bike path off the road. Would make a lot of cyclists, elderly, pedestrians happy. Also smarter, safer pedestrian crossings just before intersections!	8/10/2022 1:03 PM
19	Please consider work on bicycle lanes to open up the options for bikes and scooters on roads and off roads such as in parks.	8/10/2022 12:38 PM
20	None	8/10/2022 12:16 PM
21	Bike trails and sidewalks encourage growth among businesses, public places and residential	8/10/2022 11:44 AM

	areas.	
22	Making more trails and bike trails that go around the city could help fight obesity and a better lifestyle and probably bring more people to live in Pharr if they know we're a healthy minded city	8/10/2022 11:33 AM
23	Dogs are always loose in this town	8/10/2022 11:12 AM
24	Before they make more please do upkeep of existing ones first	8/10/2022 10:30 AM
25	Better sidewalks in neighborhoods. East side	8/10/2022 10:23 AM
26	Also there to many 18 wheelers parked every weekend on city streets. Why does the City of Pharr allow this commercial parking in residential locations? These extremely heavy vehicle destroy the sidewalk and curb when they make turns in residential areas.	8/10/2022 10:08 AM
27	Please add sidewalks and trails on the north Pharr Area Along Jackson Rd	8/10/2022 4:10 AM
28	Excellent job with improvements through the city. please continue to add green spaces and parks. Thank you. :)	8/10/2022 3:02 AM
29	Yes people are so inconsiderate with bike riders they never move out of the way in the trail	8/10/2022 1:01 AM
30	Please make it safe for us to walk to the park and to the elementary school on El dora and sugar. There are no sidewalk connection to the crystal estates neighborhood	8/10/2022 12:37 AM
31	Please fix the buttons and crosswalks we already have that are continually broken	8/9/2022 11:04 PM
32	It would be awesome to see more people on foot or bikes throughout the city of Pharr. Let's make it happen!!	8/9/2022 10:23 PM
33	We have a bike trail on Moore with no access to it. We need proper sewage on Moore road with side walks to access the bike trials. I understand we will have a nature trail on Moore and we have no way to walk there either	8/9/2022 9:36 PM
34	Bicycle signage to share 30 mph roads would be a big help	8/9/2022 9:32 PM
35	A dirt/gravel and asphalt loop connecting north Pharr with South Pharr would be great	8/9/2022 8:41 PM
36	There are many shopping carts abandoned along streets blocking sidewalks and parking. People take carts from stores to bring home groceries and then abandon them. This is especially true near Costco along Kelley st. Near Rec center. Additionally sidewalks are commonly used for political campaign posters and block sidewalks.	8/9/2022 8:09 PM
37	If you can control pet owners will be appreciated because even if you make better sidewalks and bicycles routes we cannot over here (south pharr Juan Bali avenue) there's a lot of dogs who you can chase you and bite you if you decide to walk or take a ride on your bicycle and animal control don't do anything about it	8/9/2022 8:08 PM
38	I would like to see more bike trails connecting more of the city. Also do not ban electric bike/scooters as they offer a cheap alternative to automobiles and offer a longer range than traditional biking.	8/9/2022 6:57 PM
39	Fix lighting on Raider Dr. very dark at night when walking	8/9/2022 6:35 PM
40	anaya street needs a lot of repair because it has wells and add lanes. during school hours it gets horrible	8/9/2022 5:34 PM
41	It would be great to have a trail like the PSJA trail in South Pharr too	8/9/2022 5:06 PM
42	Pharr is a great city	8/9/2022 4:55 PM
43	Maybe add a dirt trails for bikes. Add lights for Moore Rd.	8/9/2022 4:50 PM
44	Please add this important side walk on El Dora road between Jackson and sugar rd	8/9/2022 4:46 PM
45	Light posts and streets signs are welcomed please. Very important for families with small children. Thank you.	8/9/2022 4:45 PM
46	Trim the tree branches that are over the trail pathways	8/9/2022 4:42 PM
47	Commissioners need to sit with McAllen and implement their ideas. Reason why they are more	8/9/2022 4:15 PM

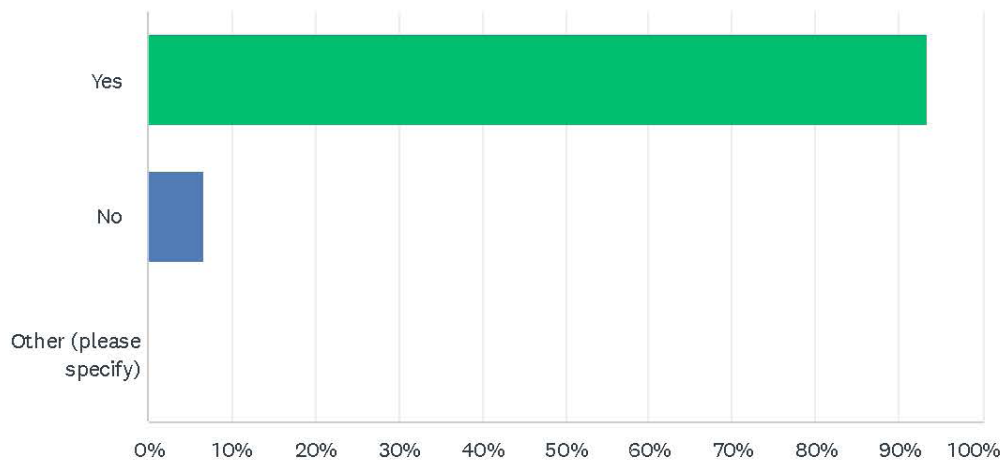
successful than us.

48	I encourage ground truthing data during the mornings and evenings when people get home from work and school. Please do something about the loose dogs. Elderly and children can't even leave their property without fear of being attacked. It is out of control.	8/9/2022 4:08 PM
49	Would love to see a lot more trees planted at parks and at trails and more splash pad parks.	7/21/2022 5:44 PM
50	Please add sidewalks to all south pharr neighborhoods to connect them to schools and stores and inside neighborhoods for walking and exercising as well as safety.	7/21/2022 1:09 AM
51	Having sidewalks on all houses and empty lots would facilitate walking and bike riding with the family	7/17/2022 11:57 PM
52	if cars are dangerous to bikes, y are bikes on the road/	7/17/2022 10:49 AM
53	Bike lanes and side walks separate from the road is a lot safer. Some form of passive cooling like trees (which also act like a barrier between cars and people!), and more innovative, safer crossings where pedestrians have right of way and don't cross at the light. As it stands, it's almost a race to cross the street at the traffic light!	7/16/2022 6:20 PM
54	Neighborhood Sidewalks would give citizens the option of using alternate modes of transportation, both recreationally and practically.	7/15/2022 2:30 AM
55	I'd like for bikeways to be off the road as it's dangerous for them to share the road with cars. Sidewalks pushed away from the road would be much safer for pedestrians and sidewalks/bikeways that actually go somewhere are highly desirable. A more mobile city is a more profitable city!	7/14/2022 4:33 PM
56	I think the city is doing an ok job here, but many areas can be improved.	7/14/2022 3:11 PM
57	No	7/14/2022 11:33 AM
58	Pharr needs to clean up the city. Old tires and neglected piles of trash. The code enforcement needs to do a better job of enforcing. I am considering leaving Pharr to McAllen. McAllen does a better job of keeping the city clean and better looking.	7/14/2022 11:02 AM
59	Stop spending money on useless projects and put the money to work for the people	7/14/2022 9:23 AM
60	City of Pharr concentrates ONLY on downtown improvement image. What about North Pharr? It's a drive just to get to any dollar store , can't walk there, no sidewalks	7/14/2022 5:19 AM
61	Not that I can think of for now but I'm sure I will	7/13/2022 11:28 PM
62	We need to connect more sidewalks	7/13/2022 11:26 PM
63	Needs to have more wheelchair accessible and deaf accessible as well	7/13/2022 8:02 PM
64	charging stations emergency devices	7/13/2022 7:22 PM
65	Drainage is also a BIG CONCERN for the S Pharr due to flood every Year.	7/13/2022 7:04 PM
66	More police patrol Darlene Dr	7/13/2022 6:51 PM
67	Install a camera in the area of 495, North Sugar Road and Sioux Road and see for yourself how pedestrians walk on those busy streets or on the tall grass to get to dollar tree, or convenient stores! so sad there are no sidewalks at all.	7/13/2022 6:16 PM
68	Around my block we can't go and take a walk, sidewalks are missing in some places and during the evening people likes to drive around 4 wheels motorcycles even on the streets making very unsafe for other people to walk around. Check for gabriella ave and monica st. at southcreek.	7/13/2022 6:04 PM
69	North side needs safe connecting trails like central Pharr	7/13/2022 4:36 PM
70	Stop spending money on needless issues, fix the drainage, roads, lighting and sidewalks!	7/13/2022 3:32 PM
71	Like I mentioned before, provide more trash cans to keep the trails cleaner. I walk my dog and she rarely poops during the walk, but when she does, I hate walking with the poop bag all the way home because there are no trash cans from Moore Rd to Kennedy Middle School.	7/13/2022 3:08 PM
72	Ampliar y poner acceso a peatones y siclistas sobre la calle Thomas rd. Entre la calle	7/13/2022 2:39 PM

	Jackson rd y 281 rd.	
73	Trails within the city that connected to parks would be great along with tree coverage	7/13/2022 1:30 PM
74	I strongly believe that all of Cage should be 30mph especially continued through south pharr (milpas)	7/13/2022 1:21 PM
75	I hope to see more sidewalks and trails for south Pharr theyre in great need.	7/13/2022 12:54 PM
76	A walk and or bike trail would be ideal connecting Sioux Rd to Raider Dr	7/13/2022 12:48 PM
77	Yes the alley are full if pot holes. They need a good repair please, thank you.	7/13/2022 11:52 AM
78	Better law enforcement at night. I feel everybody would feel safer walking or biking.	7/13/2022 11:21 AM
79	More street lights. Also construction on Roads are hazardous and takes so long	7/13/2022 11:14 AM
80	Thank you for the changes I appreciate it, if we can just add those changes everything would be better for the citizens in the south	7/13/2022 11:12 AM
81	The Universal Estates Park needs better maintenance or more play ground resources.	7/13/2022 11:07 AM
82	Thank you to all the city administration. The current improvements to the city that have been accomplished have been a success and I have faith that the future of our city is in good hands.	7/13/2022 11:02 AM
83	Would like to see more trail access from Jones Box Park to the North	7/13/2022 11:01 AM
84	Thanks for supporting this manner, I think is very important to start walking/riding a bike more	7/13/2022 10:52 AM
85	I would like to be able to use my vehicle less so that my family and I can bike/walk more often, but we feel too disconnected from the rest of the city. We can only walk in our gated neighborhood, but it's not well lit in the evening, so even that feels dangerous.	7/13/2022 10:33 AM
86	Walkway from 495 to PSJA North... to cross the canal using the drainage pipes is unsafe	7/13/2022 10:24 AM
87	It is unsafe to walk or take a bike. Please make it safer and convenient	7/13/2022 9:59 AM
88	No	7/13/2022 9:47 AM
89	Older neighborhoods don't even have sidewalks. Why? It would be nice to have sidewalks in front of each home to enjoy walks... New construction is required to have driveways... While older run down homes don't need them and are still allowed to park on the street or grass... If there were sidewalks things would look clean!	7/13/2022 9:40 AM
90	Sidewalks in elementary school neighborhoods would be great for students to safely bike. Kelly-Pharr Elementary has no bikers.	7/13/2022 9:35 AM
91	Again use moore rd to connect to the mcallen hike and bike. Also more hike and bikes around the city	7/13/2022 9:09 AM
92	I read survey said Owasa, why was Minnesota rd skipped???	7/13/2022 8:59 AM
93	No! I think Pharr is a very nice city.	7/8/2022 10:41 PM
94		7/2/2022 7:26 PM
95	More strict on motor speed on Hallacres	7/2/2022 7:07 PM
96	Signs and or patrolling the bike lanes/street shoulders so drivers do not use them as an additional driving lane or right turn lane. Fine the violaters.	7/2/2022 12:45 PM
97	Muchas gracias, por los senderos y las mejoras ala ciudad, tengo 20 años viviendo aquí y nunca había visto tantos cambios.	6/24/2022 3:07 PM
98	Not at this time	6/14/2022 8:16 AM
99	I hate to keep mentioning it but the loose dog issue in the RGV is a significant issue. Local communities, politicians, law enforcement and animal control are vastly in-effective and just not concerned/funded. I have been bitten six times and attacked numerous times. (filed many reports) I've ridden in many other parts of Texas and the USA and this is easily the worst place for this issue. I carry pepper spray and a tazer. Even a tazer did not deter a dog that bit me twice. I have changed routes onto busier highways just to avoid dogs.	6/9/2022 4:00 PM

Q1 Do you agree with the goal and objectives stated below?Plan
 Goal: Guide the development of an on-street and off-street network of pedestrian and bicycle facilities to connect users to destinations in and around the City of PharrPlan Objectives: 1: Construct a network of on-street bicycle facilities that is safe for people of all ages and abilities.2: Construct a network of off-street trails and shared-use paths that provides local and regional connectivity3: Improve walkability and accessibility from residential neighborhoods local destinations, including transit facilities.4: Encourage active living through health and wellness initiatives.

Answered: 15 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		93.33%	14
No		6.67%	1
Other (please specify)		0.00%	0
TOTAL			15

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

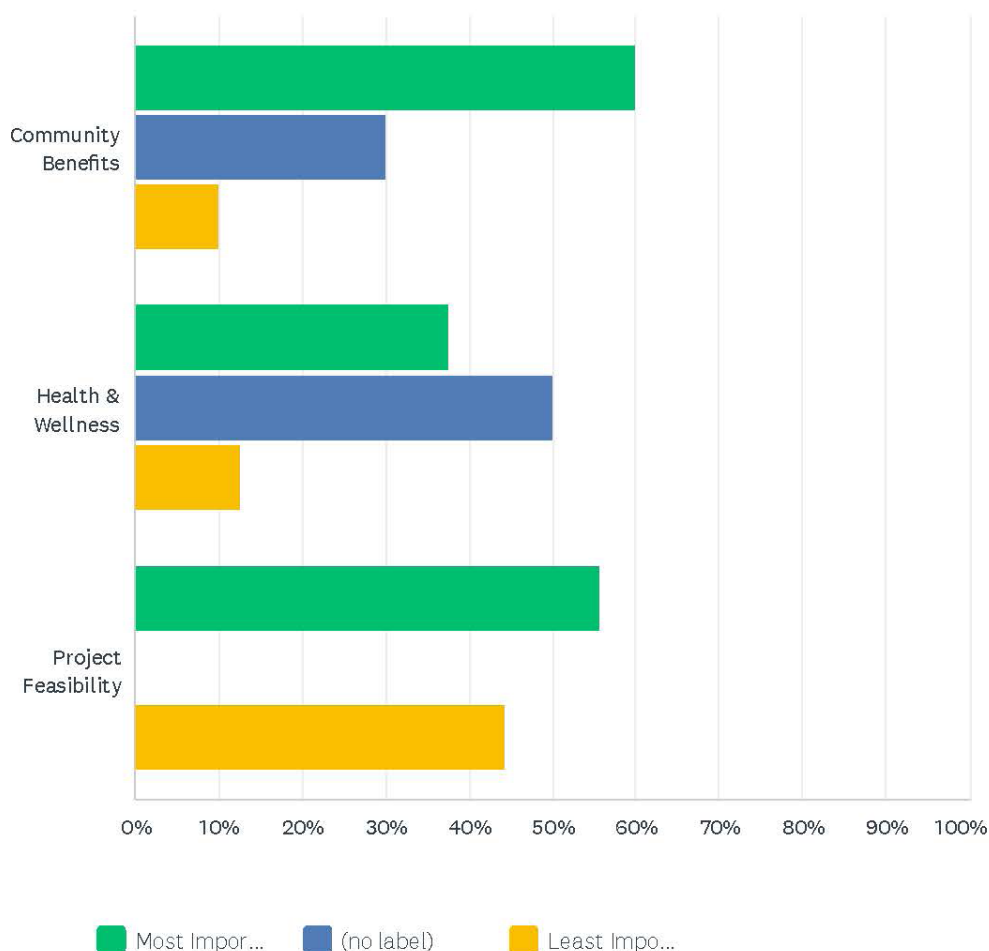
Q2 The preliminary network includes: Intersection Improvements: Enhanced accessibility and safety for pedestrians and bicyclists at major intersections throughout the city. Bicycle Facilities: On-street bike lanes with protective buffers or vertical elements to separate bicycle and vehicle travel. Off-street Canal Trails: Hike & Bike trails located within drainage ditch Right-of-Way connecting to the Precinct 2 Trail and other destinations in Pharr. Sidewalk Improvements: Completes gaps in the sidewalk network to safely connect residents to parks, schools, and other area destinations. Based on the preliminary network map shown, are there additional areas that should be considered for infrastructure improvements?

Answered: 4 Skipped: 11

#	RESPONSES	DATE
1	No	2/20/2023 5:01 PM
2	Good plan to facilitar walking and bicycle is good for the city.	2/20/2023 4:34 PM
3	None. Sounds perfect	2/18/2023 11:51 AM
4	This looks good for now	2/17/2023 10:57 AM

Q3 The proposed projects were identified and prioritized by:Community Benefits (ex. Will the project connect us to parks, schools, or retail? Will the project improve safety for all users?)Health & Wellness (ex. Is the project located in an area with high need for improvements to enhance health and wellness for residents?)Project Feasibility (ex. Are there future or on-going projects in the City that could include this improvement? Is the majority of Right-of-Way available for construction?)How would you prioritize projects? Rank the following topics based on what you think is important for the city to consider with 1 being most important and 3 being least important.

Answered: 14 Skipped: 1



	MOST IMPORTANT	(NO LABEL)	LEAST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Community Benefits	60.00% 6	30.00% 3	10.00% 1	10	1.50
Health & Wellness	37.50% 3	50.00% 4	12.50% 1	8	1.75
Project Feasibility	55.56% 5	0.00% 0	44.44% 4	9	1.89

Q4 What other things should we consider in terms of pedestrian safety and wellness in Pharr?

Answered: 3 Skipped: 12

#	RESPONSES	DATE
1	More crosswalks and protected bike trails.	3/16/2023 3:27 PM
2	The City of Pharr is currently doing an excellent job with community wellness efforts.	2/20/2023 5:01 PM
3	Think about the bike people	2/17/2023 10:57 AM



PHARR
**PEDESTRIAN SAFETY
AND WELLNESS PLAN**





PHARR PEDESTRIAN SAFETY AND WELLNESS PLAN



B

PREVIOUS PLANS REVIEW

INTRODUCTION

The process of reviewing previous studies is an important part of the data collection phase and helps to determine opportunities for coordination and implementation. Information gathered from previous studies can inform the project team and prevent duplication of efforts. The following pages contain information in the form of summary sheets as they relate to the Study Area. The purpose of this overview is to provide a high-level review of the information provided in each study to utilize as a quick reference.

Plans identified in this review include:

- » City of Pharr Comprehensive Plan - 2015 - 2025
- » RGV MPO Bike Plan - 2019
- » RGV MPO Metropolitan Transportation Plan - 2020
- » Rio Grande Valley MPO Active Transportation Plan
- » City of Edinburg Bicycle and Pedestrian Master Plan - 2017
- » Hidalgo County Bike Map
- » RGV MPO Transit Development Plan - 2020
- » RGV MPO Safety Data Analysis - 2020
- » Texas-Mexico Border Master Transportation Plan - 2021

City of Pharr Comprehensive Plan

The Comprehensive Plan outlines the City of Pharr's vision for its future and serves as a guide to address community issues identified through public outreach. The Comprehensive Plan aims to enhance the characteristics that shape Pharr and influence land use compatibility, economics, mobility, and quality of life. The Comprehensive Plan identifies strategies and recommendations to foster future growth and resilience in the City of Pharr through mobility and economic improvements. The Comprehensive Plan notes that the City of Pharr boasts a well-connected street system, however, community members have voiced a desire to make the community more walkable and bicycle friendly.

The Plan goals include:

- » Promote the City of Pharr as a community in which to live, work, and play
- » Manage growth and development
- » Reduce automobile dependency in growth areas by efficient organization of land uses
- » Promote cost efficient and logical expansion of infrastructure

Key Findings

The Comprehensive Plan outlines the opportunities regarding the expansion of transportation infrastructure to foster the growth of Pharr's multi-modal transportation network. The City of Pharr received approval and funding from TxDOT to improve bicycle mobility with an \$805,000 project that funded the striping or restriping of bike lanes on streets from the north end of Pharr to Military, as well as provide connection to surrounding communities such as McAllen and San Juan. Valley Metro currently operates a Monday through Saturday bus line, Route 30, with one bus that services communities in Pharr, San Juan, and Edinburg with over an hour headway. Valley Metro provides a curbside pickup service in Pharr that allows riders to make a reservation for bus service within ½ mile of the bus route.

A key objective of the transportation chapter of the Comprehensive Plan is the support and improve alternative transportation modes within the city, including pedestrians and bicycles by providing sidewalks and crosswalks on all arterial and collector streets and developing a bikeway system of safe and efficient on-street bikeways and off-street paths to meet the recreational and alternative transportation needs of residents.

RGV MPO Bicycle Plan

The RGV MPO Bicycle Plan promotes an efficient, continuous, safe, and rideable bicycle network required of a comprehensive multimodal transportation network. The Plan focus involves finding solutions to issues involving gaps within the sidewalk network, identifying safer approaches to street crossings and paths, and encouraging a bicycle-friendly environment throughout the Lower Rio Grande Valley. The Plan also identifies funding options for pedestrian and bike safety improvement projects such as PedBike Safe and Safe Routes to School.

The Plan goals include:

- » Improve the existing area's transportation system by educating the public and planning for future infrastructure, increasing connectivity in the metropolitan area
- » Create a safe bicycle network for cyclists of all levels

Key Findings

The City of Pharr is currently developing its bicycle facilities that connect with trails in other cities. There are some existing bicycle facilities in the city, but two major bicycle and pedestrian projects aim to address gaps in the system. The Pharr Pedestrian Improvement Projects and the PSJA Tri-City Project aim to connect Pharr to the McAllen and Edinburg bicycle trails while improving safety conditions for multimodal travelers. The RGV MPO encourages municipalities to adopt Complete Streets policies to foster a safe and convenient network that supports multimodal transportation.

RGV MPO Metropolitan Transportation Plan

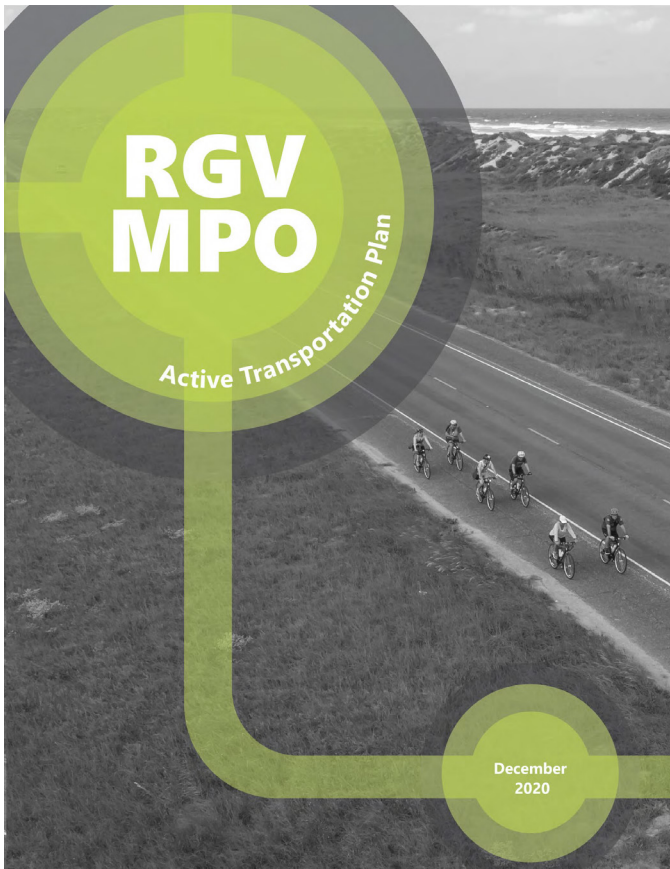
The Metropolitan Transportation Plan (MTP) guides the long-term development of the region's multimodal transportation system. The MTP addresses regional transit service areas and gaps in the network, as well as deficiencies in the existing active transportation network. The MTP notes that as the communities in the Rio Grande Valley densify and grow, walking and bicycling will become an increasingly vital component of the transportation system, and expresses the need to enhance facilities and safety around the region. The MTP addresses topics such as traffic calming and access management to enhance safety for pedestrians, cyclists, and drivers through the implementation of bulb outs or speed humps and optimizing the number and locations of driveway curb cuts in commercial zones.

The Plan goals include:

- » Increase the safety of the transportation system for motorized and nonmotorized users
- » Increase the accessibility and mobility of people and freight
- » Enhance the integration and connectivity of the transportation system, across and between modes
- » Enhance travel and tourism
- » Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

Key Findings

The MTP system safety analysis found the total number of crashes involving pedestrians is around 2.41 times higher than the number of crashes involving cyclists. The creation of safe and accessible pedestrian facilities in the region is paramount in fostering the continued growth of the region, as well as promote healthier lifestyle habits for residents. Like the RGV MPO Bike Plan, the MTP encourages local governments around the region to adopt Complete Streets policies to improve the livability of places and address the needs of all users of transportation systems. Complete Streets policies yield a wide range of benefits related to safety, equity, access, economic development, health, and livability. At the time of this plan, the Rio Grande Metropolitan Area Boundary (RGVMAB) has nearly 2,200 miles of sidewalk infrastructure, with facilities more prevalent within urban areas. The MTP identifies the McAllen – Pharr – San Juan area to have high demand of active transportation but lack sufficient facilities.



RGV MPO Active Transportation Plan

The RGV MPO Active Transportation Plan facilitates the creation of a regional approach to active transportation in the Rio Grande Valley. The Active Transportation Plan aims to provide local planning organizations a guide to continue to grow a supportive culture of walking and biking, and to expand the network of active transportation facilities around the region. The RGV MPO prioritizes improving connectivity, accessibility, and community health while planning for a comprehensive active transportation system.

The Active Transportation Plan notes that investing in active transportation create opportunities for residents to incorporate physical activity in their daily lifestyles and improve health, as well as have a positive impact on the environment. Taking advantage of active forms of transportation can improve community health as well as expand transportation networks to those who do not own a personal vehicle. Public outreach efforts identified connectivity, safety and security, and pedestrian infrastructure to be high priority topics to be addressed by the Plan.

The Active Transportation Plan also includes the Walking and Biking Action Plan, which outlines policies and programs that support the components of a multimodal transportation system. The plan identifies initiatives that can be implemented in short-mid- and long-term timeframes such as Safe Routes to School, Employer Incentive Programs, and Vision Zero practices. The Plan includes preliminary recommendations for advancement of the active transportation network, including bike network improvements to connect the City of McAllen to San Juan, which would enhance facilities in the City of Pharr and provide greater east-west connectivity for pedestrians and cyclists.

The Plan goals include:

- » **Connectivity:** increasing mobility across all active transportation modes, while creating an integrated regional transportation network
- » **Accessibility:** establishing a comprehensive system of transportation options and allowing users of all ages and abilities to access resources across the region
- » **Community Health:** promoting active transportation modes that improve public health and support local economies

Key Findings

According to the Active Transportation Plan, the Rio Grande Valley has some of the highest rates of obesity, Type 2 diabetes, and high blood pressure in the United States. Almost 80 percent of the population in the Rio Grande Valley is considered overweight and the overall rate of diabetes in the region is 20 percent higher than the state of Texas.

The Plan recommends three segments of bicycle facilities in the Pharr area: a 1.5-mile bike lane along Sugar Rd connecting to Lopezville and San Juan, a 3.3-mile bicycle facility from W. Kelly Ave in Pharr to W. 7th Street to provide east-west connection to San Juan, and a 2.8-mile facility along Hackberry Avenue to connect high demand areas in McAllen and Pharr. The proposed bike network spans 8.1 miles and runs through residential and bike-friendly routes. Due to the high level of vehicular traffic along Sugar Rd., the Active Transportation Plan suggests a protected bike lane to ensure user safety and confidence. The proposed facilities connect users to several elementary schools, libraries, and grocery stores.

City of Edinburg Bicycle and Pedestrian Master Plan

The Edinburg Bicycle and Pedestrian Master Plan was the City's first comprehensive active transportation planning effort. The Plan aims to transform the City's transportation network into a multi-modal system which provides safe and convenient bicycle and pedestrian access to destinations throughout the city. The Plan recommends an efficient pedestrian network focused on the relationship between neighborhoods and residential areas and adjacent destinations such as schools, parks, transit, and shopping centers. The Plan aims to meet this need by eliminating localized sidewalk and intersection gaps rather than identifying cross-town pedestrian connections that can be accommodated by shared-use path facilities supporting both pedestrian and bicycle use.

The Plan goals include:

- » Enhance and expand Edinburg's existing system of pedestrian facilities to provide greater connectivity to key destinations throughout the city
- » Establish a network of on-street and off-street bicycle facilities that will connect users to key destinations throughout Edinburg
- » Develop bicycle and pedestrian facility design and construction standards that result in safe, high quality, and context-sensitive active transportation infrastructure
- » Prioritize and construct a system of bicycle and pedestrian facilities that provide increased mobility and recreational activities
- » Develop safety, enforcement, encouragement, and planning programs, practices, and partnerships that support bicycle and pedestrian infrastructure investments

Key Findings

The Edinburg Bicycle and Pedestrian Master Plan proposes a 1-mile buffered bike lane along Veterans Blvd from Trenton Rd to Owassa Rd, creating an opportunity for bicycle connectivity to the City of Pharr. The Plan states that Edinburg's existing pedestrian infrastructure is extensive but includes multiple gaps. The Downtown center and surrounding neighborhoods exhibit good sidewalk coverage, but as new development occurs more sporadically around the city's planning jurisdiction, the sidewalk network becomes patchy, creating pockets that are not connected to the overall sidewalk network. The lack of tree canopy cover over sidewalks in Edinburg can be a major deterrent for those wanting to walk or bike.

Hidalgo County Bike Map

The Hidalgo County Bike Map outlines transit connections, points of interest, parks, and bicycle routes in Hidalgo County. The map can be used to assist cyclists plan trips and identify stopping points in the area. Hidalgo County also created the Bike-Friendly Business (BFB) program to recognize businesses making efforts to accommodate the growing population of cyclists in the region. Supporting infrastructure provided by more than 50 BFBs and municipal offices include bicycle parking, restrooms/ changing facilities, bicycle repair kits and discounts, and water stations and first aid kits. According to the Bike Map, there are approximately seven BFBs in Pharr.

RGV MPO Transit Development Plan

The development and delivery of tools and strategies will empower the MPO and the regional transit providers to evaluate, coordinate, and deliver transit on behalf of the community. This will build on the recent and successful coordination efforts among all the project partners, such as the formation of the Lower Rio Grande Valley Regional Transit Advisory Panel (RTAP). The plan also assesses existing transit route ridership and key destinations.

The Plan goals include:

- » Improve connectivity and transfer opportunities at Regional Transfer Centers
- » Preserve productive route segments
- » Improve service in areas with high transit market scores driven from transit need, propensity, and key destinations
- » Design, deliver, and promote transit that is easy to find and use

Key Findings

The Transit Development Plan service alternatives are comprised of route alignment and service level recommendations intended to improve transit offered by Valley Metro and to provide coordination opportunities among all transit providers in the Rio Grande Valley. The Transit Development Plan notes the lack of sheltered stops throughout the Valley Metro transit system to be a concern for ridership and recommends adding bus shelters to major stops.

RGV MPO Safety Data Analysis

The RGV MPO Safety Data Analysis reviews regional safety patterns in comparison to statewide statistics and provides the RGV MPO a benchmark and tools to assess and compare progress in roadway safety and develop strategies to improve safety for the multimodal transportation system.

The safety analysis identifies four intersections in Pharr to have the highest numbers of total crashes between 2015 and 2019: US-83 & N. Cage Blvd., E. Earling St./E. Nolana Loop & N. Cage Blvd., US-83 & Jackson Rd., and W. Ferguson Ave. & N. Cage Blvd. Each of these intersections had at least one pedestrian-involved crash and one serious injury crash.

The crash analysis notes that the total number of crashes involving pedestrians is around 2.41 times higher than the number of crashes involving cyclists throughout the RGVMPPO area boundary, and while non-motorized crashes comprise only 1.57 percent of all crashes between 2015 and 2019, they comprise approximately 26 percent of all fatal crashes. To improve roadway safety in the region, the analysis suggests a variety of FHWA proven safety countermeasures such as reduced left-turn conflict intersections, leading pedestrian intervals, and medians or pedestrian crossing islands.



Texas-Mexico Border Master Transportation Plan

The Texas-Mexico Border Master Transportation Plan (BTMP) builds on long-standing coordination between Mexico and Texas regarding the binational planning, programming, and implementation of policies, programs, and projects to facilitate safe cross-border movement of people and goods.

The BTMP builds on three regional border master plans developed between 2012 and 2013. The BTMP is a long-range multimodal plan and identifies issues, needs, challenges, opportunities, and strategies for moving people and goods at the international border crossings, including the Pharr-Reynosa International Bridge. Between 2008 and 2019, the Pharr-Reynosa bridge has increased northbound commercial vehicle traffic by 176,000 while passenger vehicle traffic decreased by 66 percent.

Throughout the Rio Grande Valley/Tamaulipas Region, south and northbound bus volumes declined at each border crossing. In the Rio Grande Valley/Tamaulipas Region, there are 93 proposed projects for TxDOT on-system roadways for improving connectivity from U.S. to Mexico for general, commercial vehicles, and rail corridors, including improvements to interstate highways, U.S. highways, state highways, and Farm-to-Market roads.



PHARR
**PEDESTRIAN SAFETY
AND WELLNESS PLAN**





AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 6.B.

DATE SUBMITTED: April 19, 2023

MEETING DATE: May 1, 2023

FROM: Joel Robles, Assistant Police Chief

DEPARTMENT: Police

DIRECTOR: Juan Gonzalez

Agenda Item: Consideration and action, if any, on Resolution authorizing Pharr Police Department to submit an application for the Operation Stonegarden Grant Program (OPSG-2022) to the Office of the Governor's Homeland Security Division - Grant #3173108 / OPSG 2022. **This item supports SSC - Safe and Secure Community.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: Operation Stonegarden is a Homeland Security Grant that will run from March 1, 2023 to February 28, 2024. The Pharr Police Department uses OPSG Funding to enhance enforcement efforts along ingress/egress routes leading to and from the U.S./Mexico border and into the interior of the United States. **This item supports SSC - Safe and Secure Community.**

Fiscal Consideration: The Office of the Governor's Homeland Security Grants Division has allocated \$360,000.00 for the Pharr Police Department to use for overtime funds and the purchase of police equipment. **This item supports SSC - Safe and Secure Community.**

Staff Recommendation: Staff recommends approval

Alternatives: Not approve this grant and give up funding

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Joel Robles
Juan Gonzalez
Karla Saavedra
Cynthia Garza
Patricia Rigney
City Management Office

Created/Initiated - 4/19/2023
Approved - 4/24/2023
Approved - 4/24/2023
Approved - 4/28/2023
Approved - 4/28/2023
Final Approval - 4/28/2023

RESOLUTION NO. R-2023-_____

**OFFICE OF THE GOVERNOR, HOMELAND SECURITY GRANTS DIVISION OPERATION
STONEGARDEN GRANT PROGRAM SOLICITATION (FY 2022 OPSG)**

WHEREAS, the City of Pharr submitted it to the Hidalgo Sheriff's Office and identified it as a Friendly Force participating in Operation Stonegarden (OPSG) for Funding Year 2022, applied to the Texas Governors' Office on April 17, 2023,

WHEREAS, the OPSG funding is to enhance enforcement efforts along ingress/egress routes leading from the U.S./Mexico border into the interior of the United States.

WHEREAS, the Pharr Police Department finds it in the best interest of the citizens of Pharr that the Operation Stonegarden Grant Program (OPSG-2022) be operated for the fiscal year 03-01-2022 to 02-29-2024, and

WHEREAS, the purpose of the Operation Stonegarden Grant Program (OPSG- 2022) is to support overtime and operational costs for increased patrol and investigative capacity for certified peace officers and law enforcement support personnel conducting border security operations, and

WHEREAS, the Pharr Police Department agrees to provide, if applicable, matching funds for the said project as required by the Office of the Governor, Homeland Security Grants Division grant application; and

WHEREAS, the Pharr Police Department agrees that in the event of loss or misuse of the Office of the Governor, Homeland Security Grants Division funds, Pharr Police Department assures that the funds will be returned to the Office of the Governor, Homeland Security Grants Division in full; and

WHEREAS, The Pharr Police Department designates the Chief of Police as the grantee's authorized official. The authorized official is given the power to apply for, accept, reject, alter, or terminate the grant on behalf of the applicant agency.

NOW, THEREFORE, BE IT RESOLVED that the Pharr Board of Commissioners approve submitting the Operation Stonegarden Grant Program (OPSG-2022) grant application to the Texas Office of the Governor, Homeland Security Grants Division.

**PASSED AND APPROVED BY THE BOARD OF COMMISSIONERS OF THE
CITY OF PHARR TEXAS, THIS _____ DAY OF ____ 2023.**

Grant Number: [3173108](#)

ATTEST:

CITY OF PHARR:

Ambrosio Hernandez, Mayor

HILDA PEDRAZA. CITY CLERK

C e r t i f i c a t i o n

**The State of Texas
County of Hidalgo
City of Pharr**

I, Hilda Pedraza, duly appointed City Clerk of the City of Pharr, Texas, do hereby certify that the foregoing Constitutes a true and correctly copy of the original Resolution duly passed and adopted by the board of Commissioners of the City of Pharr, Texas, on the ____day of April 2023, ad.

(Resolution no._____)

In witness whereof, I have hereunto subscribed my official Signature and impressed the seal of the City of Pharr, Texas, This the _____day of April 2023, ad.

City of Pharr

Hilda Pedraza, City Clerk

City of Pharr

Hilda Pedraza, City Clerk



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 7.A.

DATE SUBMITTED: April 13, 2023

MEETING DATE: May 1, 2023

FROM: Maritza Magallan, Contract
Compliance Officer

DEPARTMENT: Purchasing

DIRECTOR: Mayra Gomez

Agenda Item: Consideration and action, if any, authorizing City Manager to close out the Fiber Optic Network Phase V Project. **This item supports QL - Quality of Life.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: Close out project for fiber optic network Phase V of TeamPharr.net for the amount of \$5,718,802.76
(Project# 2223-01-510-C001-001)

Fiscal Consideration: N/A

Staff Recommendation: Close out project

Alternatives: N/A

Exclude Material from Public Packet? No

Reason: N/A

ROUTING:

Maritza Magallan

Created/Initiated - 4/13/2023

Mayra Gomez

Approved - 4/27/2023

Cynthia Garza

Approved - 4/27/2023

Karla Saavedra

Approved - 4/27/2023

Patricia Rigney

Approved - 4/27/2023

City Management Office

Final Approval - 4/28/2023



AGENDA MEMORANDUM



BOARD: City Commission

AGENDA ITEM #: 7.B.

DATE SUBMITTED: April 25, 2023

MEETING DATE: May 1, 2023

FROM: Daniel Ramirez, Director

DEPARTMENT: Emergency Medical Services

DIRECTOR: Daniel Ramirez

Agenda Item: Consideration and action, if any, authorizing City Manager to execute an affiliation agreement with Mid-Plains Community College for clinical rotations for EMS students at Pharr EMS. **This item supports SE - Service Excellence.**

Classification: Regular

(* If closed session, City Attorney must review and approve.)

Issue: This agreement will allow EMS students from Mid-Plains Community College to ride out at Pharr EMS.

Fiscal Consideration: There is no fiscal consideration.

Staff Recommendation: Staff recommends approval of the agreement.

Alternatives: There are no alternatives.

Exclude Material from Public Packet? No

Reason: Items are not excluded.

ROUTING:

Daniel Ramirez

Created/Initiated - 4/25/2023

Daniel Ramirez

Approved - 4/25/2023

Karla Saavedra

Approved - 4/27/2023

Patricia Rigney

Approved - 4/27/2023

City Management Office

Final Approval - 4/28/2023

AFFILIATION AND PROGRAM AGREEMENT FOR CLINICAL EXPERIENCE

THIS AFFILIATION AND PROGRAM AGREEMENT FOR CLINICAL EXPERIENCE (“Agreement”) is made as of December 20, 2022 (the “Effective Date”) by and between City of Pharr, Texas, ("Affiliate") and Mid-Plains Community College ("Educational Institution"). the EDUCATIONAL INSTITUTION and Affiliate may be referred to herein individually as a “Party” and collectively as the “Parties.”

W I T N E S S E T H:

WHEREAS, Educational Institution enrolls students in an approved Texas Department of State Health Services EMS program (the “EMS Program”);

WHEREAS, Affiliate operates a comprehensive EMS system located at 3000 N Cage Blvd Pharr, TX, 78577 (the “Facility”);

WHEREAS, EDUCATIONAL INSTITUTION desires to provide a clinical learning experience through the application of knowledge and skills in actual patient-centered treatment situations in a health care setting; and

WHEREAS, Affiliate will make the Facility available to EDUCATIONAL INSTITUTION for such clinical learning experience, subject to the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the Parties hereby agree as follows:

1. RESPONSIBILITIES OF EDUCATIONAL INSTITUTION.

(a) **Clinical Program**. EDUCATIONAL INSTITUTION will develop, implement, and operate the clinical learning experience (“Clinical Program”) component of the Accredited Program at the Facility in a form and format acceptable to Affiliate. EDUCATIONAL INSTITUTION may modify the Clinical Program from time to time, with Affiliate’s permission, and will promptly incorporate reasonable changes to the Clinical Program requested by Affiliate from time to time. With respect to the Clinical Program, EDUCATIONAL INSTITUTION will:

- (i) ensure the adequacy of Accredited Program resources, including up-to-date reference materials, and the academic preparation of students enrolled in the Accredited Program, including theoretical background, basic skills, professional ethics, and attitude and behavior, for participation in the Clinical Program and will assign to the Clinical Program only those students who have demonstrated the ability to successfully participate in the Clinical Program (each a “Participating Student”);
- (ii) advise each Program Participant (defined below) to attend training and orientation with respect to applicable Affiliate policies and procedures prior to the

commencement of each Clinical Program rotation during the Term (each a “Rotation”);

- (iii) provide training for Affiliate’s representatives who will support the Clinical Program regarding Clinical Program features and expectations, and Participating Student evaluations, as requested by Affiliate from time to time;
- (iv) identify to Affiliate each Program Participant who will participate in a Rotation as soon as that information is reasonably available to EDUCATIONAL INSTITUTION;
- (v) require Program Participants to comply with applicable laws and Affiliate policies and procedures when onsite at the Facility;
- (vi) require Program Participants to treat Affiliate patients, staff and Clinical Program supervisors with courtesy and respect and to not disrupt Facility operations or the provision of health care services for Affiliate’s patients;
- (vii) timely prepare and update with input from Affiliate rotation schedules for each Participating Student throughout each Rotation and coordinate the same with Affiliate;
- (viii) require Participating Students to arrive early for each scheduled Rotation, except when a Participating Student is ill or attending to a personal emergency;
- (ix) provide continuing oral and written communication with Affiliate regarding Participating Student Clinical Program performance and evaluations and other pertinent information;
- (x) participate and ensure that Program Participants participate in Affiliate's Quality Assurance and related programs, if any;
- (xi) participate and require Program Participants to participate in all reasonable or necessary Affiliate training sessions and programs from time to time; and
- (xii) promptly perform additional duties to facilitate operation of the Clinical Program as may be deemed reasonable or necessary by Affiliate from time to time.

(b) Responsibility.

- (i) EDUCATIONAL INSTITUTION will retain ultimate responsibility: for the appointment of faculty from the Accredited Program to support the Clinical Program; for educating and supervising Participating Students; and, for evaluating Participating Students’ performance with respect to the Clinical Program.
- (ii) Without limiting the foregoing, all Participating Students, Accredited Program faculty and other EDUCATIONAL INSTITUTION representatives onsite at the Facility (collectively “Program Participants”) shall be accountable to the Affiliate's

Administrator or other designated personnel while onsite at the Facility.

- (iii) EDUCATIONAL INSTITUTION will address all Program Participant complaints, claims, requests and questions regarding the Clinical Program. If necessary, EDUCATIONAL INSTITUTION's Program Representative will follow-up with Affiliate's Program Representative to address unresolved issues.
- (c) **Compliance with Program Requirements.** EDUCATIONAL INSTITUTION acknowledges that compliance by EDUCATIONAL INSTITUTION and each Program Participant with the terms and conditions of this Agreement and Affiliate policies and procedures is a condition precedent to Program Participant access to the Facility. Non-compliance or partial compliance with any such requirement may result in an immediate denial of access or re-access to the Facility.
- (d) **Dress Code, Meals, Transportation.** EDUCATIONAL INSTITUTION will cause Program Participants to conform to reasonable personal appearance standards imposed by Affiliate and wear ID badges as requested by Affiliate from time to time. EDUCATIONAL INSTITUTION will cause Program Participants to pay for their own meals at the Facility. EDUCATIONAL INSTITUTION acknowledges and will regularly inform Program Participants that Affiliate is not responsible for personal items lost or stolen at the Facility and is not responsible for providing transportation to and from the Facility.
- (e) **Use of the Facility.** EDUCATIONAL INSTITUTION will ensure that Program Participants use the Facility solely for the purpose of providing to Participating Students clinical learning experience pursuant to the Clinical Program.
- (f) **Records.** EDUCATIONAL INSTITUTION will cause each Program Participant to timely complete and save in Affiliate's systems, as directed by Affiliate, accurate records of all services provided by the Program Participant to an Affiliate patient ("Records"). All Records are and will remain the property of Affiliate, subject to the rights of patients with respect to such records and to the terms of applicable law. Affiliate will provide to EDUCATIONAL INSTITUTION a copy of Records for all lawful purposes, including defense of liability claims.
- (g) **Program Participants.** EDUCATIONAL INSTITUTION will provide to Affiliate information regarding each Program Participant, including immunization records, documentation attesting to the competency of Accredited Program faculty (e.g., state licensure, board certification in the relevant Specialty, etc.), background checks and drug screens as determined reasonably necessary in Affiliate's discretion from time to time.
- (h) **Program Participant Statements.** EDUCATIONAL INSTITUTION shall require each Program Participant to sign a Statement of Responsibility, in the form attached hereto as Exhibit A, and a Statement of Confidentiality and Security, in the form attached hereto as Exhibit B prior to each non-consecutive Rotation.

- (i) **Liability Insurance.** EDUCATIONAL INSTITUTION shall obtain and maintain general and professional liability insurance coverage in amounts not less than one million dollars (\$1,000,000.00) per occurrence and three million dollars (\$3,000,000.00) annual aggregate per Program Participant, with insurance carriers approved by Affiliate and covering the acts and omissions of Program Participants. EDUCATIONAL INSTITUTION will notify Affiliate at least thirty (30) calendar days in advance of any cancellation or modification of insurance coverage required hereunder and shall promptly provide to Affiliate, upon request, certificates of insurance evidencing the above coverage.

Nothing in this Agreement is intended to be construed or interpreted as (1) denying either EDUCATIONAL INSTITUTION or Affiliate any remedy or defense available to it under state laws; (2) the consent of the State of Texas to be sued; or (3) a waiver of sovereign immunity of the State of Texas or EDUCATIONAL INSTITUTION beyond any waiver explicitly provided for in state statutes.

- (j) **Health of Program Participants.** EDUCATIONAL INSTITUTION will require each Program Participant to maintain health insurance or student accident insurance and provide proof of health or student accident insurance to EDUCATIONAL INSTITUTION prior to participating in the Clinical Program. EDUCATIONAL INSTITUTION will cause Program Participants to provide to Affiliate proof of health insurance as requested by Affiliate from time to time.

In the event a Program Student is exposed to an infectious or environmental hazard or other occupational injury while at the Affiliate's facility, the Affiliate, upon notice of such incident from the Participating Student, will provide such emergency care as it provides for its employees. EDUCATIONAL INSTITUTION acknowledges that Affiliate is not and will not be financially responsible for a Program Participant's medical care or treatment regardless of the Program Participant's condition or injury or cause of injury whether occurring at the Facility or otherwise and regardless of fault or cause of injury.

EDUCATIONAL INSTITUTION will ensure that each Participating Student furnishes to Affiliate prior to each non-consecutive Rotation a complete copy of the following health records (Participating Students will not be allowed to access the Facility until all records are provided):

- (i) Tuberculin skin test performed within the past twelve (12) months or a negative chest X-ray within the last two (2) years;
- (ii) Proof of Mumps, Rubella and Rubeola immunity by positive antibody titers or two (2) doses of MMR;
- (iii) Proof of Varicella immunity, by positive antibody titer or two (2) doses of Varicella immunization;
- (iv) Proof of Influenza vaccination during the flu season, September 1 to March 31, (or dates defined by CDC); and

- (v) Proof of Hepatitis B immunization by positive antibody titer or three (3) doses of Hepatitis B immunizations.
- (k) **Performance.** All faculty provided by EDUCATIONAL INSTITUTION to support the Clinical Program shall be faculty members of the Accredited Program, duly licensed, certified or otherwise qualified to support the Clinical Program in the capacity proposed by EDUCATIONAL INSTITUTION. EDUCATIONAL INSTITUTION and all Program Participants shall perform its and their duties and services hereunder in accordance with all relevant local, state, and federal laws and shall comply with the standards and guidelines of all applicable accrediting bodies and the bylaws, rules and regulations of Affiliate and any non-conflicting rules and regulations of EDUCATIONAL INSTITUTION as may be in effect from time to time. Neither EDUCATIONAL INSTITUTION nor any Program Participant shall interfere with or adversely affect the operation of Affiliate or the performance of services therein.
- (l) **Background Checks.** EDUCATIONAL INSTITUTION will, at its sole expense and to the extent permitted by law, gather or otherwise obtain all reasonable and necessary background information and data concerning Program Participants and Program Faculty and make this information available to Affiliate.
- (m) **Student Documentation.** EDUCATIONAL INSTITUTION will maintain all documentation required to evidence compliance by each Program Participant with the terms and conditions of Subsections 1(g)- (l) of this Agreement during the Term and for at least three (3) years following expiration or termination of this Agreement.
- (n) **Access to Resources.** EDUCATIONAL INSTITUTION shall ensure that its department heads have authority to ensure faculty and Participating Student access to appropriate resources for the Participating Students' education.

2. RESPONSIBILITIES OF AFFILIATE.

- (a) Affiliate will make Facility access reasonably available to Program Participants and reasonably cooperate with EDUCATIONAL INSTITUTION's orientation of all Program Participants to the Facility. Affiliate shall provide Program Participants with access to appropriate clinical experience resources for the Clinical Program. Affiliate shall provide reasonable opportunities for Participating Students to observe and assist in various aspects of patient care to the extent permitted by applicable law and without disruption of patient care or Affiliate operations. Affiliate shall at all times retain ultimate control of the Affiliate and responsibility for patient care and quality standards.
- (b) Upon the request of EDUCATIONAL INSTITUTION, Affiliate shall assist EDUCATIONAL INSTITUTION in the evaluation of each Participating Student's performance in the Clinical Program. Any such evaluations shall be returned to EDUCATIONAL INSTITUTION in a timely manner. However, EDUCATIONAL INSTITUTION shall at all times remain solely responsible for the evaluation and education of Participating Students.

- (c) Affiliate will ensure that the Facility complies with applicable state and federal workplace safety laws and regulations. In the event a Participating Student is exposed to an infectious or environmental hazard or other occupational injury (*e.g.*, needle stick) while at the Facility, it shall provide, upon notice of such incident from the Participating Student, such emergency care as is provided to its employees, including, where applicable: examination and evaluation by Facility's emergency department or other appropriate facility as soon as possible after the injury; emergency medical care immediately following the injury as necessary; initiation of the HBV, Hepatitis C (HCV), and/or HIV protocol as necessary; and HIV counseling and appropriate testing as necessary. In the event that the Facility does not have the resources to provide such emergency care, Facility will refer such student to the nearest emergency facility.
- (d) To the extent Affiliate generates or maintains educational records for Participating Students that are subject to the Family Educational Rights and Privacy Act (FERPA), Affiliate will comply with applicable FERPA requirements. For purposes of this Agreement, EDUCATIONAL INSTITUTION shall designate Affiliate as a EDUCATIONAL INSTITUTION official with a legitimate educational interest in the educational records of Participating Students to the extent that access to EDUCATIONAL INSTITUTION'S records is required by Affiliate to carry out the Clinical Program.
- (e) Upon reasonable request, Affiliate will provide proof to EDUCATIONAL INSTITUTION that Affiliate maintains liability insurance in an amount that is commercially reasonable.
- (f) Affiliate will provide written notification to EDUCATIONAL INSTITUTION if a claim arises involving a Program Participant. Both Affiliate and EDUCATIONAL INSTITUTION agree to share such information in a manner that protects such disclosures from discovery to the extent possible under applicable federal and state peer review and joint defense laws.
- (g) Affiliate will resolve any situation in favor of its patients' welfare and may restrict a Participating Student to the role of observer when necessary, in Affiliate's discretion. Affiliate will notify EDUCATIONAL INSTITUTION's Program Representative (defined below) when such action has occurred.
- (h) Upon reasonable notice from EDUCATIONAL INSTITUTION, Affiliate will make the Facility reasonably available for inspection during normal business hours by organizations that provide or may provide academic accreditation for the Accredited Program. Such inspections must be accompanied at all times by an Affiliate representative and are contingent upon receipt by Affiliate of executed agreements that Affiliate believes are reasonably necessary or convenient to protect the confidentiality and security of Affiliate's information.
- (i) Affiliate shall provide Program Participants with access to and Participating Students with required training in the proper use of electronic medical records or paper charts, as applicable.

- (j) Affiliate shall provide student security badges or other means of secure access to Facility patient care areas.
 - (k) Affiliate shall provide Program Participants with computer access, and access to call rooms, if necessary.
 - (l) Affiliate shall provide secure storage space for Participating Students' personal items when at the Facility.
 - (m) Affiliate shall provide qualified and competent staff members in adequate numbers for the instruction and supervision of students using the Facility.
3. **MUTUAL RESPONSIBILITIES.** The Parties shall cooperate to fulfill the following mutual responsibilities:
- (a) Each Party will identify to the other Party a Clinical Program representative (each a "Program Representative") on or before the execution of this Agreement. EDUCATIONAL INSTITUTION's Program Representative shall be a faculty member who will be responsible for teaching and assessments provided pursuant to this Agreement for Participating Students. Each Party will maintain a Program Representative for the Term and will promptly appoint a replacement Program Representative if necessary to comply with this Agreement. Each Party will ensure that its Program Representative is reasonably available to the other Party's Program Representative.
 - (b) EDUCATIONAL INSTITUTION will provide qualified and competent Accredited Program faculty in adequate number for the instruction, assessment and supervision of Participating Students at the Facility.
 - (c) Both EDUCATIONAL INSTITUTION and Affiliate will work together to maintain a Clinical Program emphasis on high quality patient care. At the request of either Party, a meeting or conference will promptly be held between the Parties' respective Program Representatives to resolve any problems in the operation of the Clinical Program.
 - (d) EDUCATIONAL INSTITUTION acknowledges and will inform Participating Students that Participating Students are trainees in the Clinical Program and have no expectation of receiving compensation or future employment from Affiliate or EDUCATIONAL INSTITUTION. Participating Students are not to replace Affiliate staff and are not to render unsupervised patient care and/or services. Affiliate and its staff will provide such supervision of the educational and clinical activities as is reasonable and appropriate to the circumstances and to the Participating Student's level of training.
 - (e) Any courtesy appointments to faculty or staff by either EDUCATIONAL INSTITUTION or Affiliate shall be without entitlement of the individual to compensation or benefits for the appointed party.

(f) Both EDUCATIONAL INSTITUTION and Affiliate will work together to create and maintain an appropriate learning environment for the Participating Students.

(g) EDUCATIONAL INSTITUTION, including its faculty, staff and residents, and the Affiliate share responsibility for creating an appropriate learning environment that includes both formal learning activities and the attitudes, values, and informal "lessons" conveyed by individuals who interact with the Participating Student. The parties will cooperate to evaluate the learning environment (which may include on-site visits) to identify positive and negative influences on the maintenance of professional standards, and to conduct and develop appropriate strategies to enhance the positive and mitigate the negative influences.

4. WITHDRAWAL OF PARTICIPATING STUDENTS. Affiliate may immediately remove a Participating Student from the Facility when, in Affiliate's discretion, his or her clinical performance is unsatisfactory or his or her behavior is disruptive or detrimental to Affiliate operations and/or Affiliate's patients. In such event, EDUCATIONAL INSTITUTION will immediately remove the Participating Student from the Clinical Program. It is understood that only EDUCATIONAL INSTITUTION can dismiss the Participating Student from the Clinical Program. EDUCATIONAL INSTITUTION may terminate a Participating Student's participation in the Clinical Program when it determines, in its sole discretion, that further participation by the student would no longer be appropriate.

5. FEES. All fees generated by or in connection with services provided by Program Participants to Affiliate patients belong to Affiliate. EDUCATIONAL INSTITUTION on behalf of itself and each Program Participant hereby assigns to Affiliate all right, title and interest (if any) in and to such fees. If EDUCATIONAL INSTITUTION or any Program Participant receives any fees or other reimbursement for services provided by Program Participants to Affiliate patients, EDUCATIONAL INSTITUTION will and will cause Program Participants to immediately deliver and endorse over to Affiliate all such amounts. EDUCATIONAL INSTITUTION will and will cause Program Participants not to bill Affiliate patients for services provided. EDUCATIONAL INSTITUTION will and will cause Program Participants to take all actions and execute all documents reasonably requested by Affiliate in order for Affiliate to collect fees and payments for health care services provided by Program Participants.

6. INDEPENDENT CONTRACTOR; NO OTHER BENEFICIARIES; EMPLOYMENT DISCLAIMER.

(a) The Parties hereby acknowledge that they are independent contractors, and neither EDUCATIONAL INSTITUTION nor any of its agents, representatives, Program Participants, or employees shall be considered agents, representatives, or employees of Affiliate. In no event shall this Agreement be construed as establishing a partnership or joint venture or similar relationship between the Parties. EDUCATIONAL INSTITUTION shall be liable for its own debts, obligations, acts and omissions, including the payment of all required withholding, social security and other taxes or benefits. No Program Participant shall look to Affiliate for any salaries, insurance or other benefits. No Program Participant or other third person is entitled to, and shall not, receive any rights under this Agreement. Neither Party shall have the right or

authority nor hold itself out to have the right or authority to bind the other Party and neither shall either Party be responsible for the acts or omissions of the other except as provided specifically to the contrary herein.

- (b) Each Party acknowledges that Participating Students will not be considered employees or agents of Affiliate or EDUCATIONAL INSTITUTION for any purpose. Participating Students will not be entitled to receive any compensation from Affiliate or EDUCATIONAL INSTITUTION or any benefits of employment from Affiliate or EDUCATIONAL INSTITUTION, including health care or workers' compensation benefits, vacation, sick time, or other direct or indirect benefit of employment.
- (c) EDUCATIONAL INSTITUTION acknowledges that Affiliate has not and is not obligated to implement or maintain insurance coverage for the benefit or protection of EDUCATIONAL INSTITUTION or Program Participants.

7. **NON-DISCRIMINATION.** There shall be no discrimination on the basis of race, national origin, religion, creed, sex, age, veteran status, or handicap in either the selection of Participating Students, or as to any aspect of the Clinical Program; provided, however, that with respect to handicap, the handicap must not be such as would, even with reasonable accommodation, in and of itself preclude the Program Participant's effective participation in the Clinical Program.

8. **INDEMNIFICATION.** To the extent permitted by applicable law and without waiving any defenses, each Party hereto shall indemnify and hold harmless the other Party and the other Party's officers, directors, trustees, medical and nursing staff, representatives and employees from and against all third-party liabilities, claims, damages and expenses, including reasonable attorneys' fees, relating to or arising out of any act or omission of either or any of its Program Participants, agents, representatives or employees in connection with this Agreement.

9. **CONFIDENTIALITY.** EDUCATIONAL INSTITUTION will, and will advise Program Participants, to keep strictly confidential and hold in trust all non-public information of Affiliate, including all patient information, and refrain from disclosing such confidential information to any third party without the express prior written consent of Affiliate, provided that the minimum necessary confidential information may be disclosed pursuant to valid legal process after Affiliate is permitted an opportunity to minimize the potential harmful effects of such disclosure. EDUCATIONAL INSTITUTION shall not disclose the terms of this Agreement to any person who is not a party to this Agreement, except as required by law or as authorized by Affiliate. These confidentiality requirements survive the termination or expiration of the Agreement. In addition to the requirements set forth in this Section, Program Participants shall abide by the terms of Exhibit B.

10. **TERM; TERMINATION.**

- (a) The term of this Agreement will commence on the Effective Date and will continue unless and until terminated as provided below (the "Term").
- (b) Either Party may terminate this Agreement at any time without cause upon at least sixty (60) calendar days prior written notice to the other Party, provided that all

Participating Students participating in the Program at the time of notice of termination, or who are already scheduled to train at the Facility, shall be given the opportunity to complete the then-current Program rotation or previously scheduled clinical assignment.

- (c) The Parties may terminate this Agreement at any time by mutual written agreement.
- (d) Affiliate may immediately terminate this Agreement at any time upon notice to EDUCATIONAL INSTITUTION in the event of a breach of Section 11 of this Agreement.

11. REPRESENTATIONS AND WARRANTIES.

- (a) EDUCATIONAL INSTITUTION hereby represents to Affiliate as of the Effective Date and warrants to Affiliate for the Term that EDUCATIONAL INSTITUTION and its Program Participants: (A) are not excluded, debarred, or otherwise ineligible to participate in the Federal health care programs as defined in 42 U.S.C. Section 1320a-7b(f) (the “Federal health care programs”); (B) are not convicted of a criminal offense related to the provision of health care items or services but has not yet been excluded, debarred or otherwise declared ineligible to participate in the Federal health care programs, and (C) are not under investigation or otherwise aware of any circumstances which may result in the EDUCATIONAL INSTITUTION, or a Program Participant being excluded from participation in the Federal health care programs; and
- (b) The representation and warranty set forth above is an ongoing representation and warranty for the Term of this Agreement. EDUCATIONAL INSTITUTION will immediately notify Affiliate, in writing, of any change in status of the representation and warranty set forth in this section.

12. TRAVEL EXPENSES. No expense of EDUCATIONAL INSTITUTION or of a Program Participant will be paid or reimbursed by Affiliate unless that expense is approved by Affiliate in writing in advance and is incurred and documented in accordance with applicable Affiliate travel and expense policies.

13. USE OF NAME OR LOGO. EDUCATIONAL INSTITUTION will not, and will cause Program Participants to not, use names, logos or marks associated with Affiliate without the express written consent of Affiliate in each case.

14. ENTIRE AGREEMENT. This Agreement and its Exhibits set forth the entire Agreement with respect to the subject matter hereof and supersedes all prior agreements, oral or written, and all other communications between the Parties relating to such subject matter. This Agreement may not be amended or modified except by mutual written agreement of the Parties. All continuing covenants, duties and obligations herein shall survive the expiration or earlier termination of this Agreement.

15. SEVERABILITY. If any provision of this Agreement is held to be invalid or unenforceable for any reason, this Agreement shall remain in full force and effect in accordance with its terms

disregarding such unenforceable or invalid provision.

16. **CAPTIONS.** The captions contained herein are used solely for convenience and shall not be deemed to define or limit the provisions of this Agreement.

17. **NO WAIVER.** Delay or failure to exercise any right or remedy hereunder will not impair such right or remedy or be construed as a waiver thereof. Any single or partial exercise of any right or remedy will not preclude any other or further exercise thereof or the exercise of any other right or remedy.

18. **GOVERNING LAW.** This Agreement shall be governed and construed in accordance with the laws of the state of Texas without regard to choice of law. Venue for all disputes arising in connection with this Agreement will be in the federal or state courts located in Hidalgo County, Texas.

19. **ASSIGNMENT; BINDING EFFECT.** EDUCATIONAL INSTITUTION may not assign or transfer any of its rights, duties or obligations under this Agreement, in whole or in part, without the prior written consent of Affiliate. This Agreement shall inure to the benefit of, and be binding upon, the Parties and their respective successors and permitted assigns.

20. **NOTICES.** All notices hereunder by either Party to the other shall be in writing, delivered personally, by certified or registered mail, return receipt requested, or by overnight courier, and shall be deemed to have been duly given when delivered personally or when deposited in the United States mail, postage prepaid, addressed as follows:

If to Affiliate: City of Pharr EMS
 3000 N. Cage
 Pharr, Texas
 78577
 Fax: 956-468-2175
 Email: ems@pharr-tx.gov
 Attention:
 EMS Chief Ramirez

Copy to: _____

 Attention:

or to such other person or place as either Party may from time to time designate by written notice to the other Party.

21. **COUNTERPARTS.** This Agreement may be executed in multiple parts (by facsimile transmission or otherwise) and each counterpart shall be deemed an original, and all of which together shall constitute but one agreement. Electronic signatures will be considered originals.

22. HIPAA REQUIREMENTS. To the extent applicable to this Agreement, EDUCATIONAL INSTITUTION agrees to comply with the Health Information Technology for Economic and Clinical Health Act of 2009 (the "HITECH ACT"), the Administrative Simplification provisions of the Health Insurance Portability and Accountability Act of 1996, as codified at 42 USC § 1320d through d-8 ("HIPAA") and any current and future regulations promulgated under either the HITECH Act or HIPAA including without limitation the federal privacy regulations contained in 45 C.F.R. Parts 160 and 164 (the "Federal Privacy Regulations"), the federal security standards contained in 45 C.F.R. Parts 160, 162 and 164 (the "Federal Security Regulations") and the federal standards for electronic transactions, all as may be amended from time to time, and all collectively referred to herein as "HIPAA Requirements". EDUCATIONAL INSTITUTION further agrees not to use or disclose any Protected Health Information (as defined in 45 C.F.R. § 164.501) or Individually Identifiable Health Information (as defined in 42 USC § 1320d), other than as permitted by HIPAA Requirements and the terms of this Agreement. EDUCATIONAL INSTITUTION will, and will cause Program Participants, to enter into any further agreements as necessary to facilitate compliance with HIPAA Requirements.

23. NO REQUIREMENT TO REFER. Nothing in this Agreement requires or obligates EDUCATIONAL INSTITUTION to cause the admittance of a patient to Affiliate or to use Affiliate's services. None of the benefits granted pursuant to this Agreement are conditioned on any requirement or expectation that the Parties make referrals to, be in a position to make or influence referrals to, or otherwise generate business for the other Party. Neither Party is restricted from referring any services to, or otherwise generating any business for, any other entity of their choosing.

24. NO PAYMENTS. Except as provided in Section 5, no payments will be made between the Parties or to the Program Participants in connection with this Agreement.

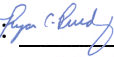
25. RECITALS. The Recitals to this Agreement shall be an enforceable part of this Agreement, binding on the Parties as if fully set forth herein.

26. EQUITABLE REMEDIES. EDUCATIONAL INSTITUTION acknowledges that the injury which might be suffered by Affiliate in the event of any breach by EDUCATIONAL INSTITUTION or non-compliance by Program Participants with the terms and conditions of this Agreement would be of a nature which could not be fully compensated for solely by a recovery of monetary damages, and accordingly agrees that in the event of any such breach or threatened breach, in addition to and not in lieu of any damages sustained by Affiliate and any other remedies which Affiliate may pursue hereunder or under applicable law, Affiliate shall have the right to equitable relief, including issuance of a temporary restraining order, preliminary injunction and/or permanent injunction by any court of competent jurisdiction, against the commission or continuation of such breach or threatened breach, without the necessity of proving any actual damages or the posting of any bond.

WHEREFORE, authorized representatives of each Party hereby execute this Agreement as of the Effective Date.

(EDUCATIONAL INSTITUTION)

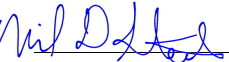
By: Ryan C. Purdy

Signature: 

Title: President

Date: 11/21/2022

By: Michael D. Steele

Initials: 

Title: Vice President Admin Services

Date: 12/05/2022

AFFILIATE

City of Pharr EMS

By: Daniel Ramirez

Signature: _____

Title: Chief

Date: _____

EXHIBIT A

STATEMENT OF RESPONSIBILITY

For and in consideration of the benefit provided to the undersigned in the form of experience in a clinical setting at City of Pharr EMS ("Affiliate"), the undersigned and his/her heirs, successors and/or assigns do hereby covenant and agree to assume all risks and be solely responsible for any injury or loss sustained by the undersigned while participating in the Program operated by ("EDUCATIONAL INSTITUTION") at Affiliate unless such injury or loss arises solely out of Affiliate's gross negligence or willful misconduct.

Signature of Program Participant/Print Name

Date

Parent or Legal Guardian
If Program Participant is under 18 / Print Name

Date

EXHIBIT B

Confidentiality and Security Agreement

I understand that the Affiliate or business entity (the “Affiliate”) for which I work, volunteer or provide services manages health information as part of its mission to treat patients. Further, I understand that the Affiliate has a legal and ethical responsibility to safeguard the privacy of all patients and to protect the confidentiality of their patients’ health information. Additionally, the Affiliate must assure the confidentiality of its human resources, payroll, fiscal, research, internal reporting, strategic planning information, or any information that contains Social Security numbers, health insurance claim numbers, passwords, PINs, encryption keys, credit card or other financial account numbers (collectively, with patient identifiable health information, “Confidential Information”).

In the course of assignment at the Affiliate, I understand that I may come into the possession of this type of Confidential Information. I will access and use this information only when it is necessary to perform my job-related duties in accordance with the Affiliate’s Privacy and Security Policies a copy of which have been made available to me. I further understand that I must sign and comply with this Agreement in order to obtain authorization for access to Confidential Information or Affiliate systems.

General Rules:

1. I will act in the best interest of the Affiliate and in accordance with its Code of Conduct at all times during my relationship with the Affiliate.
2. I understand that I should have no expectation of privacy when using Affiliate information systems. The Affiliate may log, access, review, and otherwise utilize information stored on or passing through its systems, including email, in order to manage systems and enforce security.
3. I understand that violation of this Agreement may result in disciplinary action, up to and including termination of employment, suspension, and loss of privileges, and/or termination of authorization to work within the Affiliate, in accordance with the Affiliate’s policies.

Protecting Confidential Information:

1. I understand that any Confidential Information, regardless of medium (paper, verbal, electronic, image or any other), is not to be disclosed or discussed with anyone outside those supervising, sponsoring or directly related to the learning activity.
2. I will not disclose or discuss any Confidential Information with others, including friends or family, who do not have a need to know it. I will not take media or documents containing Confidential Information home with me unless specifically authorized to do so as part of my job. Case presentation material will be used in accordance with Affiliate policies.
3. I will not publish or disclose any Confidential Information to others using personal email, or to any Internet sites, or through Internet blogs or sites such as Facebook or

Twitter. I will only use such communication methods when explicitly authorized to do so in support of Affiliate business and within the permitted uses of Confidential Information as governed by regulations such as HIPAA.

4. I will not in any way divulge, copy, release, sell, loan, alter, or destroy any Confidential Information except as properly authorized. I will only reuse or destroy media in accordance with Affiliate's standards and policies including any record retention policies.
5. In the course of treating patients, I may need to orally communicate health information to or about patients. While I understand that my first priority is treating patients, I will take reasonable safeguards to protect conversations from unauthorized listeners. Whether at the EDUCATIONAL INSTITUTION or at the Affiliate, such safeguards include, but are not limited to: lowering my voice or using private rooms or areas (not hallways, cafeterias or elevators) where available.
6. I will not make any unauthorized transmissions, inquiries, modifications, or purgings of Confidential Information. I will not access data on patients for whom I have no responsibilities or a need-to-know the content of the PHI concerning those patients.
7. I will not transmit Confidential Information outside the Affiliate network unless I am specifically authorized to do so as part of my job responsibilities. If I do transmit Confidential Information outside of the Affiliate using email or other electronic communication methods, I will ensure that the Information is encrypted according to Affiliate standards and policies.

Following Appropriate Access:

1. I will only access or use systems or devices I am officially authorized to access, and will not demonstrate the operation or function of systems or devices to unauthorized individuals.
2. I will only access software systems to review patient records or Affiliate information when I have a business need to know, as well as any necessary consent. By accessing a patient's record or Affiliate information, I am affirmatively representing to the Affiliate at the time of each access that I have the requisite business need to know and appropriate consent, and the Affiliate may rely on that representation in granting such access to me.

Using Portable Devices and Removable Media:

1. I will not copy or store Confidential Information on removable media or portable devices such as laptops, personal digital assistants (PDAs), cell phones, CDs, thumb drives, external hard drives, etc., unless specifically required to do so by my job. If I do copy or store Confidential Information on removable media, I will encrypt the information while it is on the media according to Affiliate standards and policies.
2. I understand that any mobile device (Smart phone, PDA, etc.) that synchronizes Affiliate data (e.g., Affiliate email) may contain Confidential Information and as a result, must be protected. Because of this, I understand and agree that the Affiliate has the right to:
 - a. Require the use of only encryption capable devices.

- b. Prohibit data synchronization to devices that are not encryption capable or do not support the required security controls.
- c. Implement encryption and apply other necessary security controls (such as an access PIN and automatic locking) on any mobile device that synchronizes Affiliate data regardless of it being an Affiliate or personally owned device.
- d. Remotely "wipe" any synchronized device that: has been lost, stolen or belongs to a terminated employee or affiliated partner.
- e. Restrict access to any mobile application that poses a security risk to the Affiliate network.

Doing My Part – Personal Security:

- 1. I understand that I may be assigned a unique identifier to track my access and use of Confidential Information and that the identifier is associated with my personal data provided as part of the initial and/or periodic credentialing and/or verification processes.
- 2. I will:
 - a. Use only my officially assigned User-ID and password.
 - b. Use only approved licensed software.
 - c. Use a device with virus protection software.
- 3. I will never:
 - a. Disclose passwords, PINs, or access codes.
 - b. Use tools or techniques to break/exploit security measures.
 - c. Connect unauthorized systems or devices to the Affiliate network.
- 4. I will practice good workstation security measures such as locking up diskettes when not in use, using screen savers with activated passwords, and positioning screens away from public view.
- 5. I will immediately notify my manager at Affiliate if:
 - a. my password has been seen, disclosed, or otherwise compromised;
 - b. media with Confidential Information stored on it has been lost or stolen;
 - c. I suspect a virus infection on any system;
 - d. I am aware of any activity that violates either this Agreement or any privacy and security policies; or
 - e. I am aware of any other incident that could possibly have any adverse impact on Confidential Information or Affiliate systems.

Upon Termination:

- 1. I agree that my obligations under this Agreement will continue after termination of my employment, expiration of my contract, or my relationship ceases with the Affiliate.
- 2. Upon termination, I will immediately return any documents or media containing Confidential Information to the Affiliate.

- 3. I understand that I have no right to any ownership interest in any Confidential Information accessed or created by me during and in the scope of my relationship with the Affiliate.

By signing this document, I acknowledge that I have read this Agreement and I agree to comply with all the terms and conditions stated above.

Signature	Pharr EMS	Date:
Printed Name:	EDUCATIONAL INSTITUTION:	

Certificate Of Completion

Envelope Id: 158BA9378B3047C9B274A7A285D96BCD

Status: Sent

Subject: Complete with DocuSign: Affiliation Agreement Health Services EMS Program Pharr TX.pdf

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Erika Schmidt

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1101 Halligan Dr

Enveloped Stamping: Enabled

North Platte, NE 69101

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schmidte@mpcc.edu

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Ryan C. Purdy



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PurdyR@mpcc.edu

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President

Signed: 11/21/2022 10:36:34 AM

Mid-Plains Community College

Signature Adoption: Uploaded Signature Image

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Michael D. Steele



Sent: 11/21/2022 10:36:36 AM

steelem@mpcc.edu

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Vice President Admin Services

Signed: 12/5/2022 8:06:21 AM

Mid-Plains Community College

Signature Adoption: Drawn on Device

Security Level: Email, Account Authentication
(None)

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Raul Escamilla

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raul.escamilla@pharr-tx.gov

Resent: 3/27/2023 2:26:12 PM

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(None)

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Electronic Record and Signature Disclosure:

Accepted: 12/5/2022 8:44:17 AM

ID: 0d2e73fa-d644-48f9-b9ad-cb82b880045e

In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp**

Carbon Copy Events	Status	Timestamp
Joy Molcyk molcykj@mpcc.edu Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Erika Schmidt schmidte@mpcc.edu Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	11/18/2022 2:25:40 PM
Certified Delivered	Security Checked	4/20/2023 2:09:35 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, Mid-Plains Community College (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

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Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Mid-Plains Community College:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: steelem@mpcc.edu

To advise Mid-Plains Community College of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at steelem@mpcc.edu and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from Mid-Plains Community College

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to steelem@mpcc.edu and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Mid-Plains Community College

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to steelem@mpcc.edu and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify Mid-Plains Community College as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Mid-Plains Community College during the course of your relationship with Mid-Plains Community College.