

**OLMOS PARK ECONOMIC DEVELOPMENT CORPORATION  
MINUTES OF TOWN HALL MEETING OF BOARD OF DIRECTORS  
HELD ON APRIL 11, 2017**

The Board of Directors of the Olmos Park Economic Development Corporation met in a town hall meeting on Tuesday, April 11, 2017, at 6:00 p.m. in the City Council Chambers of the City of Olmos Park at 120 West El Prado Drive, Olmos Park, Texas. Members of the Board of Directors present were President Barry Sturrock, Mayor Hornberger, Andrew Craig and Richard Wolf. Board members not present was Jenny Wood. Also present was City Manager, Celia DeLeon; Councilwoman Sharon Plant, 131 E. Mandalay; Valerie and Jack Guenther, 1 Ironwood Road; Wade Giddens, 636 E. Olmos; Councilwoman Deb Prost, 130 Stanford; Raul Rios, 116 Primera; Beth O'Brien, 103 E. Mandalay, Pat Meier, 140 Stanford, Brian Hamilton, 121 Stanford and Roxie Hayne.

Call to order and determination of quorum.

The meeting was called to order at 6:13 p.m. by Barry Sturrock; roll call was taken, and a quorum was announced.

Receive and discuss citizen comments on the McCullough Striping Project and possible improvements to the McCullough corridor. No action will be taken.

President Sturrock stated we are here to receive comment on the realignment and the lines of McCullough.

Mayor Hornberger asked the survey that went out to the businesses came back and overwhelming people wanted a turn lane and if you put all the feedback together is there anything that we might see a consensus on of because the vocal people do not want bike lanes and some of us voted to put in a bike lanes.

Councilwoman Prost stated on the survey if you add together the businesses, property owners and the residents it was roughly 55 percent to 57 percent prefer a middle turn lane and roughly 30 percent prefer a bike lane and the other percent said leave it to the two large lanes. Five years before that when we did the Vision and Master Plan it was 80 percent to 90 percent wanted a middle turn lane so over the years bikes are becoming more acceptable and the traffic consultant also mentioned a middle turn lane to Dora Street and bike lanes north of that, so you could have both to appease everyone.

Jack Guenther of 1 Ironwood Road asked how many bikes go up and down McCullough?

President Sturrock stated the Police Chief is here tonight and he has specific numbers on the traffic counter.

Councilwoman Plant stated the EDC purchased a traffic counter that is currently moved around the neighborhood and tracks trucks, cars and bikers.

Police Chief Valenciano stated the two traffic counters were placed at the direction of EDC where they wanted the raw data from. There has been an increase in bicycle's using McCullough. He stated he is not in favor of the bike lanes and that they impede the traffic flow when the buses come through and you have vehicles that will disregard bicyclist.

Jack Guenther of 1 Ironwood Road asked if we have a bike lane and someone wants to make a left hand turn, can the person in the car go around him in the bike lane or would we get a ticket for that?

Police Chief Valenciano stated right now it is a solid yellow line and McCullough is a no passing zone.

Andrew Craig stated from March 27, 2017 to April 3, 2017 there were 993 bikes.

Police Chief Valenciano stated from February 1, 2017 to February 7, 2017 on McCullough there was 1,028 bikes.

Barry Sturrock stated the comments thus far have been the bike lanes on McCullough that have been narrowed and no you should not swerve into the bike lane.

Councilwoman Prost stated it is unsafe for bikes because of the fact that we have made the driving lanes so small. We have 7 foot bike lanes between Hildebrand and the roundabout and 6 feet after that, where is the best practices on that?

Barry Sturrock stated we are here to talk about sidewalks, bike lanes and how things are configured and we painted lines as to what the scheme was agreed upon.

Councilwoman Plant stated that was the purpose of straightening McCullough because it is not a straight line going from the railroad tracks to the circle.

Jack Guenther of 1 Ironwood Road stated he is in favor of the turn lane and thinks it would help the businesses and the majority of people that drive cars are on business and the majority of the people that ride bicycles are doing it for pleasure and the majority of the bicycle people that are going down McCullough are not residents of Olmos Park and thinks we need to worry about the residents of Olmos Park first and if we don't keep the businesses we are going to loose the tax base. He stated he does not see what we accomplished with bike lanes.

Valerie Guenther of 1 Ironwood Road stated she was familiar with the Master Plan Survey and this was the first time anybody ever put anything in her mailbox and asked what she thought and the turn out speaks for itself and was a huge response and there were very specific questions on that survey about McCullough and what the citizens wanted to happen on McCullough and one section was about the traffic and there were three choices, one was to leave the street as is; one was to have a center turn lane or to have bike lanes so if you add up the response rate to the two options that did not have a bike lanes it was over 70% of the people that responded to that survey that said they did not want bike lanes which is a pretty clear message and if you are going to go against that and stripe McCullough for bike lanes then you need a new survey.

Brian Hamilton of 121 Stanford stated he and his wife moved into their house in February of last year and the thought riding a bike on McCullough scares him because of the high traffic. He stated he is all for sidewalks and beautician on McCullough.

Raul Rios of 116 Primera stated he has lived in Olmos Park for 20 years and up until the bike lanes were put in he would never have ridden on McCullough. He stated he feels safer with the bike lanes and likes the bike lanes.

Wade Giddens of 636 E. Olmos stated he has been a resident for 18 years and he favors the bike lanes and is much more pleasant than before. He stated he has observed going north that people tend to stay in the center lane between the bike lane and the center stripe and going south people are over the line and the reality of restriping is you paint black over the old stripes and the old stripes are still there and people are hesitant to drive on the black covered up stripe and driving south 75 percent of the cars are over with their wheel on the bike lanes and at night that old stripe is as visible as the new stripe because it shines. He stated he thinks the traffic tends to flow much like water it's going to go where there is the least resistance and if we make traffic flow more freely on McCullough we are going to get

that much more traffic and if traffic is impeded somewhat we are going to receive less traffic because we can accommodate. He does not find that to be objectionable we have plenty of people within the community and without coming through to patronize our businesses and the majority of our sales tax revenue comes from outside. He would prefer to calm the traffic and he is not inconvenienced by someone turning left.

Barry Sturrock stated there is only so much parking and only so much traffic that we can funnel though even if we gave all the businesses as much parking as they wanted we could not built enough because there is not enough real estate there, if we looked at some way to maximize parking but also bring more people from the neighborhood and they would feel more comfortable to walk up and down McCullough from their houses to the businesses. The more you give the people the option to walk and bike to go to the businesses in the community the more you promote that activity and cycling and pedestrian friendly environments help build business.

Pat Meier of 140 Stanford stated if we had a marquee and everybody would come and unless you broadcast it, mailing an invitation gets expensive and if you posted a town hall meeting on a temporary banner people will come. According to the safety report if you have a 25 mph or 30 mph speed limit you can have 10 feet to 12 feet and have 5 foot safe bike lanes.

Jack Guenther of 1 Ironwood Road stated he set up the Olmos Park Foundation approximately 10 years ago and at that time they offered to put trees up and down McCullough and were told we could not do that then, since that time everybody says they want to beautify Olmos Park and Ron Herrmann and myself have contributed 75% to 80% of money that has gone into the Olmos Park Foundation with very poor support of the residents so he is not sure how concerned they are with the beautification. Mr. Herrmann and himself decided they are going to spend the rest of the money or turn it over to the City Council because Olmos Park citizens do not contribute to their own City.

Beth O'Brien of 103 E. Mandalay stated the traffic flow is important and that we keep it moving and if you can't pass a bus that is stopped then that backs up traffic, also the busses are going into the bike lane to get to their stops so if we had a middle lane we could go around that bus to keep the traffic flowing.

Councilwoman Plant stated she spoke with the MPO about the City not being a main thorough fare and maybe now that we have some data on McCullough from the traffic counters that would help with talking to TEXDOT and having our classification changed.

Barry Sturrock stated from looking at the information with the Bike Mobility Access Committee, McCullough has been designated as a cycling route because it has lower traffic and is wide enough to get two lanes of traffic so that is part of the overall Master Plan for the City is to use McCullough as a connector for bikes.

Pat Meier of 140 Stanford asked how many vehicles traveled on McCullough between February 1, 2017 to February 7, 2017?

Police Chief Valenciano stated there were 40,246 cars and about 15,000 trucks in a 7 day period that traveled McCullough.

Barry Sturrock stated the things we are working on are for future generations.

Wade Giddens of 636 E. Olmos stated there is another complication with a center turn lane and that is due to the fact that our streets tend to offset on the east and west sides of McCullough and as you visualize any turn lane they break at every intersection and you will be running into an intersection in

the center lane. When Carl Bain was drawing that up he pointed out the difficulties and it is not a very efficient.

Barry Sturrock stated if we can get this ball rolling he thinks there will be enough enthusiasm whether we have a center turn lane or not and the hard construction is the sidewalks and landscaping.

Councilwoman Prost asked how much money is in the EDC budget right now?

Andrew Craig stated about \$350,000 dollars.

Councilwoman Prost stated there is an excel file that shows the entire street and every business, how many linear feet it is and what the cost separately of sidewalks and landscaping is in front of every building, she stated if you go from Dora Street to the end of "The Yard" and you take out the block of the Dabney's and Jenny Wood's new business that she just purchased, Eagle Veterinary already put their sidewalk in so when you subtract those you have about 10 or so businesses that we need to go talk to and let them know what we want to do. If the EDC has \$350,000 and the City has \$50,000 in a McCullough Capital Improvement budget and the EDC has some funds left over that need to be allocated from last year's budget and refunds from this year that can be allocated plus Via has a fund for suburban cities of which we have never claimed our \$35,000 for that and when you combine all these figures together now you up to half a million and maybe the Olmos Park Foundation might want to put towards this and if you really look at those cost you can do the sidewalks.

Councilwoman Plant asked Councilwoman Prost how much can your foundation donate?

Councilwoman Prost stated it is not going to Olmos Park.

Councilwoman Plant stated she thought that was for the McCullough Project.

Councilwoman Prost stated Olmos Park did not want it.

Mayor Hornberger stated the quickest way to move forward is to set that west curb line and do the sidewalks.

Councilwoman Prost stated there is enough space to put the 6 foot sidewalks in and we can get the sidewalks done from Dora Street to the railroad tracks then people can began to see the changes. She stated there needs to be a committee to see that something happens and it has to be a City, EDC, businesses, private and public partnership and go to people with a plan and move forward.

Mayor Hornberger suggested to start from Dora Street to the railroad tracks and we can take some footage on each side of the street and find the money in the existing budgets and start actually doing sidewalks and landscaping from Dora Street to the railroad tracks. Any further work that the EDC and the City do on putting in sidewalks from Dora Street to the railroad tracks can take into consideration whether or not we are going to bring that curb out to where that white line is right now and there will be some places that have done the reconstruction where maybe we put in concrete planters with trees to make that line of the curb straighter.

The meeting adjourned at 7:44 p.m.

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Barry Sturrock, President

ATTEST:

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Diane Gonzales  
City Secretary