

Neartown Association Meeting Minutes

January 24, 2017 – 6:00 PM

Cherryhurst Park Community Center, 1700 Missouri St

In Greg's absence (due to travel), Kay Warhol called the meeting to order at 6:00 pm.

1) Introductions

2) Montrose Management District update on current projects - Don Huml

Don, who oversees capital improvement projects for the management district, gave an overview of some areas:

- The esplanades - the first phase has been finished on Lovett & Yoakum. He asked for feedback on this project, which was mixed but mostly negative on various points. One big concern was the lack of community input. The second phase is in the planning stage. This will be the Montrose esplanade from Dallas to W. Gray.
- Identity markers – 12 are in place now, more to come. They will have LED lights in sync with the lights on the bridges over 59, which will be working within 30 days. The markers are all individual and made by a local artist.
- The lights on the bridges over Hwy 59 - these are almost done, and will be live in about 30 days
- Approximate costs: esplanades - \$ ½ million, ID markers - \$600,000, bridges \$3.5 million. The latter includes federal grant money & funds from TxDOT, which covered most of the cost (in part thanks to State Rep Garnett Coleman). The MMD paid about \$700,000.
- Don responded to questions, including an update on the "M" sign. The old structure has been removed; they are waiting to see what will happen with a Genesee pipeline project in the area before proceeding any further.
- The MMD committed to hold community meetings for input before commencing on this or the Montrose esplanade project.
- Tony Allender of MMD also reported that the Special Parking Area application was approved last week by the City Planning Commission. It will go to City Council for approval next.

3) Improving Neartown website and communications

Kay led us in discussion about improving the Neartown website and communications. Kay and Greg have been exploring ways to get the site friendly to non-tech people, so that anyone can add content. Also looking at using an e-mail service to something like Mail Chimp to make it easier send out e-blasts, eliminate some of the cumbersome manual processes currently involved, and get news and information out more quickly

Kay asked our support and approval for expenses involved in rebuilding the website and creating templates for email communications. Annual web site maintenance is about \$500 (domain registration, etc.). To implement these changes, she requested approval up to \$5000, but expects it will cost maybe half that.

Discussion ensued as to how much money we have, how much money comes in regularly, what annual expenses we have (not many).

Sylvia Drew moved that we set a goal of improving the website, with maximum financial outlay of \$5000, and pay no more than \$500/yr for maintenance. Paul Terry seconded the motion; it passed unanimously.

David Krentz requested that we have an info session from the designer that we hire so that civic associations can learn what's possible/what's involved in doing something similar for their websites. Kay asked what we would like to see on the site. Suggestions included:

- Archived minutes
- Meeting agendas
- Links to city services
- Links and contact info to member civic organizations under the Neartown umbrella
- General info on the NTA

4) Mayor's Walkable Places Committee - Considering potential revisions to Chapter 26 and 42
http://www.houstontx.gov/planning/Commissions/committee_walkable-places.html

Kay provided an update on Greg's behalf; Greg is a member of the committee. Members include Planning Commission members, as well as the past president of the Super Neighborhood Alliance. The committee held its first meeting in early January and reviewed current regulations and related initiatives.

5) Other –

- Super Neighborhood Alliance (SNA) Meeting Update

Kay provided an update from Sherry Weesner, President of East Montrose CA, who attended the January meeting. The mayor attended, which shows he recognizes the importance of the super neighborhood alliance. He is very much focused on the city's pension issue, and seeing the agreement through to conclusion. The meeting participants approved the SNA top 10 amendments to improve the Houston Bicycle Plan (see att. to these minutes).

- Discussion re D&O – Directors' & Officers' insurance

Paul Terry suggested this as a meeting agenda topic – to hear from those who have D&O insurance and their experience. (Hyde Park has a company they can recommend, and they pay about \$600). There was strong interest in this topic.

Kay adjourned the meeting at 6:52 p.m.

Recorded by Julie Young and Kay Warhol

1/24/2017

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Kay Warhol	Window Place	warhol1@sbcglobal.net	

Proposed Top Ten List of Revisions to the COH's Bicycle Master Plan			
	Requested Revision	Example	Outcome
1	Specify that BMP is a guide and is not regulatory or mandatory.	Austin p. 23 (Austin Plan is Regulatory)	
2	Specify commitment to build high comfort (level 1 and 2) bikeways (i.e., protected bike lanes as opposed to standard bike lanes separated from traffic only by lines of paint) and not to build level 3 bikeways (i.e., standard bikeways separated from fast moving lanes of traffic only by lines of paint).	Austin, pp. 9, 33-34 (“In order to make bicycling safe for most people, it is necessary to physically protect bicycle lanes; painted single lines are simply not enough of an incentive to encourage bicycle riding. National studies have found about half of the population fits into the category of ‘interested but concerned’ — they are interested in bicycling for transportation, but concerned about their safety on the roads. In Austin, only 15% of people of bicycles will ride in a painted bicycle lane on a busy road while 40% of bicyclists would feel comfortable riding in a protected bicycle lane, but not a painted one. A statistically valid phone survey conducted in 2013 by the City of Austin shows protected lanes would attract 55% of Austin’s population.”)	
3	Revise blue lines on maps to show only bike lanes that are likely to be “on street” bike lanes and not shared paths.	Austin, pp. 92-110 and Appendix A Maps identify specific types of bicycle facilities to be built on specific streets.	
4	Revise maps to add another color for bikeways that are likely to be shared paths constructed alongside street.	Table listing streets where bicycle facilities are planned identifies specific type of bicycle facility existing and planned for each street.	
5	Specify that COH will be responsible for building and maintaining all bikeways, including shared paths alongside streets.		
6	Specify that a neighborhood level public engagement process will be undertaken before bikeways are implemented, and specify when, where, how and by whom decisions will be made (e.g., decisions to build or not to build a	Austin seems to approach this issue via development and adoption of neighborhood plans.	

	planned bikeway, and what type of bikeway to build).		
7	Specify design criteria for each different type of bikeway (e.g., minimum widths).	<p>Austin, pp. 55-61 Provides detailed design criteria, e.g., regarding Design width: “The minimum recommended width for one-way protected facilities is 8 feet. The minimum recommended width for two-way facility is 10 feet. If high bicycle volumes are anticipated, even in a decade-long horizon, serious consideration should be given to wider facilities.”</p>	
8	Establish objective performance standards, time lines, and/or other criteria for measuring progress towards achieving the BMP goal of Gold Level status can be measured and evaluated.	<p>Austin, p. 20 “[D]ata should be collected on a regular basis to help track success of implementation efforts.”</p> <p>Austin, pp. 190-196 Summary Table of Goals, Objectives, and Benchmarks with numerical targets.</p>	
9	Define roles that each city department is expected to play in implementing the BMP.		
10	Define the process for amending the BMP.	<p>Austin,, p. 196 “Update the Bicycle Plan at least every ten years, with interim updates every five years.”</p> <p>Austin, Appendix D, p. 260 Bikeway Element: “Proposed City Council amendments to the Bicycle Element are processed in batches approximately three times per year, concurrent with amendments to the Roadway Element of the AMATP, unless otherwise directed by the City Council.”</p>	

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EllenCohen

Houston City Council • District C

Dear Kay,

District C's annual **Capital Improvement Plan Meeting** will take place on **Monday, February 20th, 2017 at 6:30PM** at the West Gray Metropolitan Multi-Service Center ([MAP](#)).

The [Public Works and Engineering Department](#) and others will present upcoming infrastructure projects that will affect the district over the next five years, including road reconstructions, utility replacements, and upgrades to District C parks and libraries. In addition, information will be available from the [Houston Parks Board](#) regarding the [Bayou Greenways](#) trails in District C. For those who will be unable to attend, the meeting will be archived online via HTV.

I hope to see you there!

Sincerely,

 Ellen

P.S. Additional parking for the event will be available in the back of the center and may be accessed on Haddon Street.

Paid pol. adv. by the Ellen Cohen Campaign,
Jackie Martin, Treasurer.

P.O. Box 22734
Houston, TX 77227

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HOUSTON POLICE & COMMUNITY RELATIONS **FORUM**

SATURDAY FEB. 11, 2017 | 10:30am-12:30pm

*MODERATOR: *Tracy Clemons* [ABC News Channel 13]

Location: A N  I O C H 500 Clay St., Houston, TX 77002
D O W N T O W N

[Parking is available in Allen Center Parking Garage, near the corner of Clay St. and W. Dallas; bring ticket for validation]

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Tracy Clemons

*ABC13 News
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*Chief of Houston
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*Harris County
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